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CONTENTS OF VOLUME 1.

(This volume is bound in three parts.)

1. Report of the Auditor General for the year ended March 31, 1913. Volume I, Parts A to J, and Volume II, Parts K to U. Presented by Hon. Mr. Foster, January 28, 1914.
Printed for distribution and sessional papers.

1. Report of the Auditor General for the year ended March 31, 1913, Volume III, Parts V to Y. Presented by Hon. Mr. White, January 19, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 2.

2. The Public Accounts of Canada, for the fiscal year ended March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Printed for distribution and sessional papers.*

3. Estimates of sums required for the service of the Dominion for the year ending March 31, 1915. Presented by Hon. Mr. White, January 29, 1914.
Printed for distribution and sessional papers.

3a. Supplementary Estimates of sums required for the service of the Dominion for the year ending March 31, 1914. Presented by Hon. Mr. White, March 20, 1914.
Printed for distribution and sessional papers.

4. Supplementary Estimates of sums required for the service of the Dominion for the year ending March 31, 1915. Presented by Hon. Mr. White, May 28, 1914.
Printed for distribution and sessional papers.

5. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending March 31, 1915. Presented by Hon. Mr. White, June 9, 1914.
Printed for distribution and sessional papers.

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6. List of Shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1913. Presented by Hon. Mr. White, January 19, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 4.

7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada, for five years and upwards prior to December 31, 1913. Presented by Hon. Mr. White, March 16, 1914.
Printed for distribution and sessional papers.

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(This volume is bound in two parts.)

8. Report of Superintendent of Insurance for year ended 1913. Presented by Hon. Mr. White, June 2, 1914.
Printed for distribution and sessional papers.

9. Abstract of Statement of Insurance Companies in Canada for the year ended December 31, 1913. Presented by Hon. Mr. White, June 2, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 6.

10. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1913, Part I.—Canadian Trade. Presented by Hon. Mr. Foster, April 15, 1914.
Printed for distribution and sessional papers.

10*a*. Report of the Department of Trade and Commerce, for the year ended March 31, 1913: Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, and (4) United States. Presented by Hon. Mr. Foster, January 22, 1914.
Printed for distribution and sessional papers.

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10*b*. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1913: Part III.—Canadian Trade with Foreign Countries (except France, Germany, the United Kingdom and United States). Presented by Hon. Mr. Foster, April 15, 1914.
Printed for distribution and sessional papers.

10*c*. Report of the Department of Trade and Commerce, for the fiscal year ended March 31, 1913: Part IV.—Miscellaneous Information. Presented by Hon. Mr. Foster, April 27, 1914 .....*Printed for distribution and sessional papers.*

10*d*. Report of the Board of Grain Commissioners for Canada. Presented by Hon. Mr. Foster, June 4, 1914.....*Printed for distribution and sessional papers.*

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10*e*. Report of the Department of Trade and Commerce, for the fiscal year ending March 31, 1913: Part VI.—Subsidized Steamship Services, with Statistics showing Steamship Traffic to December 31, 1913, and Estimates for fiscal year 1914-1915. Presented by Hon. Mr. Foster, March 25, 1914.....*Printed for distribution and sessional papers.*

10*f*. Report of Trade and Commerce for fiscal year ended March 31, 1913: Part VII.—Trade of Foreign Countries, Treaties and Conventions. Presented by Hon. Mr. Foster, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 9.

11. Report of the Department of Customs for the year ended March 31, 1913. Presented by Hon. Mr. Reid, January 22, 1914.....*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 10.

12. Reports, Returns and Statistics of the Inland Revenues for the Dominion of Canada, for the year ended March 31, 1913. Part I.—Excise. Presented by Hon. Mr. Nantel, January 19, 1914.....*Printed for distribution and sessional papers.*

13. Part II.—Inspection of Weights and Measures, Gas and Electricity. Presented by Hon. Mr. Nantel, January 19, 1914.....*Printed for distribution and sessional papers.*

14. Reports, Returns and Statistics of the Inland Revenues for the Dominion of Canada for the year ended March 31, 1913. Part III.—Adulteration of Food. Presented by Hon. Mr. Nantel, February 11, 1914..... .....*Printed for distribution and sessional papers.*

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended March 31, 1913. Presented by Hon. Mr. Burrell, January 22, 1914 .
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 11.

15*a*. Report of the Dairy and Cold Storage Commissioner for the fiscal year ended March 31, 1913. (Dairying, Fruit, Extension of Markets and Cold Storage.) Presented by Hon. Mr. Burrell, May 5, 1914.....*Printed for distribution and sessional papers.*

15*b*. Report of the Veterinary Director General for the year ending March 31, 1913. Presented by Hon. Mr. Burrell, February 2, 1914.. *Printed for distribution and sessional papers.*

16. Report of the Director and Officers of the Experimental Farms for the years ending March 31, 1913. Presented by Hon. Mr. Burrell, April 7, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 12.

17. Criminal Statistics for the year ended September 30, 1912. (Appendix to the Report of the Minister of Trade and Commerce, for the year 1912.) Presented by Hon. Mr. Foster, February 20, 1914.....*Printed for distribution and sessional papers.*

18. Résumé of General Elections of 1896, 1900, 1904, 1908 and 1911, and of By-Elections held between July 11, 1896 and January 1, 1914. Presented by Hon. r. Coderre, January 27, 1914.....*Printed for distribution and sessional papers.*

18*a*. Return of By-elections for the House of Commons of Canada, held during the year 1913. Presented by Hon. Mr. Coderre, January 27, 1914.
Printed for distribution and sessional papers.

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19. Report of the Minister of Public Works on the works under his control for the fiscal year ended March 31, 1913. Presented by Hon. Mr. Rogers, January 19, 1914.
Printed for distribution and sessional papers.

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20. Report of the Department of Railways and Canals, for the fiscal period from April 1, 1912, to March 31, 1913. Presented by Hon. Mr. Reid, March 20, 1914.
Printed for distribution and sessional papers.

20*a*. Canal Statistics for the season of Navigation, 1913. Presented by Hon. Mr. Reid, March 12, 1914.....*Printed for distribution and sessional papers.*

20*b*. Railway Statistics of the Dominion of Canada for the year ended June 30, 1913. Presented by Hon. Mr. Cochrane, January 29, 1914.
Printed for distribution and sessional papers.

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20*c*. Eighth Report of the Board of Railway Commissioners for Canada, for the year ending March 31, 1913. Presented by Hon. Mr. Cochrane, January 22, 1914.
Printed for distribution and sessional papers.

20*d*. Telephone Statistics of the Dominion of Canada, for the year ended June 30, 1913. Presented by Hon. Mr. Cochrane, February 10, 1914.
Printed for distribution and sessional papers.

20*e*. Express Statistics of the Dominion of Canada, for the year ended June 30, 1913. Presented by Hon. Mr. Cochrane, February 20, 1914.
Printed for distribution and sessional papers.

20*f*. Telegraph Statistics of the Dominion of Canada, for the year ended June 30, 1913. Presented by Hon. Mr. Cochrane, February 10, 1914.
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21. Forty-sixth Annual Report of the Department of Marine and Fisheries, for the year 1912-1913.—Marine. Presented by Hon. Mr. Hazen, February 2, 1914.
Printed for distribution and sessional papers.

21*b*. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the Registry Books of the Dominion of Canada, on December 31, 1913. Presented by Hon. Mr. Hazen, May 1, 1914.....*Printed for distribution and sessional papers.*

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22. Forty-sixth Annual Report of the Department of Marine and Fisheries, 1912-13.—Fisheries. Presented by Hon. Mr. Hazen, January 19, 1914.
Printed for distribution and sessional papers.

23. Supplement to the Forty-sixth Annual Report of the Department of Marine and Fisheries for the fiscal year 1912-13.—Steamboat Inspection Report. Presented by Hon. Mr. Hazen, March 27, 1914.....*Printed for distribution and sessional papers.*

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24. Report of the Postmaster General, for the year ended March 31, 1913. Presented by Hon. Mr. Pelletier, March 12, 1914.....*Printed for distribution and sessional papers.*

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(This volume is bound in two parts.)

25. Annual Report of the Department of the Interior, for the fiscal year ending March 31, 1913. —Volume I. Presented by Hon. Mr. Roche., February 23, 1914.
Printed for distribution and sessional papers.

25. Annual Report of the Department of the Interior, for the fiscal year ending March 31, 1913. —Volume II. Presented by Hon. Mr. Roche, March 9, 1914.
Printed for distribution and sessional papers.

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25*c*. Report of Progress of Stream Measurements, for the calendar year 1913, prepared under the direction of F. H. Peters, C.E., Commissioner of Irrigation. Presented by Hon. Mr. Roche, March 26, 1914.....*Printed for distribution and sessional papers.*

25*d*. Twelfth Report of the Geographic Board of Canada, for the year ending June 30, 1913. Presented by Hon. Mr. Roche, February 2, 1914.
Printed for distribution and sessional papers.

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25*e*. Manitoba Water-powers,

25*f*. Railway Belt Hydrographic Survey for 1911-1912. Presented, 1914.

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26. Summary Report of the Geological Survey, Department of Mines, for the calendar year 1912. Presented by Hon. Mr. Coderre, 1914.
Printed for distribution and sessional papers.

26*a*. Summary Report of the Mines Branch for the calendar year 1912. Presented 1914.
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27. Report of the Department of Indian Affairs for the year ended March 31, 1913. Presented by Hon. Mr. Roche, January 27, 1914.....*Printed for distribution and sessional papers.*

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28. Report of the Royal Northwest Mounted Police, 1913. Presented by Hon. Mr. Borden, January 19, 1914.....*Printed for distribution and sessional papers.*

28*a*. Statement of Magisterial cases entered, and convictions obtained by the Royal Northwest Mounted Police in the Provinces of Alberta and Saskatchewan, the Yukon Territory and a portion of Manitoba, during the years 1909 to 1913. Presented by Hon. Mr. Borden, February 16, 1914.....*Not printed.*

29. Report of the Secretary of State of Canada for the year ended March 31, 1913. Presented by Hon. Mr. Coderre, February 9, 1914....*Printed for distribution and sessional papers.*

29*a*. Report of the Secretary of State for External Affairs for the year ended March 31, 1913. Presented by Hon. Mr. Borden, January 19, 1914.
Printed for distribution and sessional papers.

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29*c*. Documents *re* Constitutional History of Canada.—(Senate).
Printed for distribution and sessional papers.

29*c*. Public Archives.—Documents relating to the Constitutional History of Canada, 1791-1818, selected and edited with notes by Arthur G. Doughty and Duncan A. McArthur. Presented by Hon. Mr. Coderre, March 27, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 26.

30. The Civil Service List of Canada, 1913. Presented, 1914.
Printed for distribution and sessional papers.

31. Fifth Annual Report of the Civil Service Commission of Canada for the year ended August 31, 1913. Presented by Hon. Mr. Coderre, March 18, 1914.
Printed for distribution and sessional papers.

32. Annual Report of the Department of Public Printing and Stationery for the fiscal year ended March 31, 1913. Presented by Hon. Mr. Coderre, March 11, 1914.
Printed for distribution and sessional papers.

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33. The Report of the Joint Librarians of Parliament. Presented by the Hon. The Speaker, January 15, 1914.....*Not printed.*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended March 31, 1913.....*Printed for distribution and sessioanl papers.*

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35. Report of the Militia Council for the Dominion of Canada, for the fiscal year ending March 31, 1913. Presented by Hon. Mr. Hughes, March 9, 1914.
Printed for distribution and sessional papers.

36. Report of the Department of Labour for the fiscal year ending March 31, 1913. Presented by Hon. Mr. Crothers, January 19, 1914....*Printed for distribution and sessional papers.*

36*a*. Sixth Report of the Registrar of Boards of Conciliation and Investigation of the proceedings under "The Industrial Disputes Investigation Act, 1907," for the fiscal year ending March 31, 1913. Presented by Hon. Mr. Crothers, January 19, 1914.
Printed for distribution and sessional papers.

36*b*. Report on Strikes and Lockouts in Canada, from 1901 to 1912. Presented by Hon. Mr. Crothers, January 19, 1914 .....*Printed for distribution and sessional papers.*

37. Ninth Annual Report of the Commissioners of the Transcontinental Railway, for the year ended March 31, 1913. Presented by Hon. Mr. Cochrane, January 22, 1914.
Printed for distribution and sessional papers.

37*a*. Interim Report of the Commissioners of the Transcontinental Railway, for the nine months ended December 31, 1913. Presented by Hon. Mr. Cochrane, February 18, 1914.
Not printed.

38. Report of the Department of the Naval Service, for the fiscal year ending March 31, 1913. Presented by Hon. Mr. Hazen, January 22, 1914.
Printed for distribution and sessional papers.

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39. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (4th December, 1912) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Coderre, January 22, 1914.....*Not printed.*

40. Return to an Order of the House of April 7, 1913, for a copy of all accounts, vouchers and charges incurred by and relating to the Lobster Hatchery and Patrol Boat *Davis* during the season of 1912, to December 31, 1912, with the names of the officers and crews, and the wages paid to each. Presented January 19, 1914.—*Mr. Kyte*.....*Not printed.*

41. Return to an Order of the House April 21, 1913, for a Return showing the names and the respective ranks and positions of the officers now on duty on the *Niobe* at Halifax, under the Department of Naval Affairs; the number of men now on duty as seamen or other like positions on the *Niobe*; the number of men dropped from the service on the *Niobe* since July 1, 1912; and if any efforts have been made to recruit men for the *Niobe* since July 1, 1912. Presented January 19, 1914.—*Mr. Macdonald*...*Not printed.*

42. Return to an Order of the House of May 12, 1913.—1. For a Return showing the respective names, duties and salaries of Officials of the Immigration Department of both Inside and Outside Service on March 31, 1911.

2. The respective names, duties and salaries of Officials of the Immigration Department of both Inside and Outside Service on March 31, 1913. Presented January 19, 1914.—*Mr. Oliver* ..... *Not printed.*

43. Return to an Order of the House of February 24, 1913, for a copy of all regulations relating to the disposition of Dominion Lands made by the Minister of the Interior from October 12, 1911, to January 1, 1912, and of the regulations for the placing of half-breed scrip on homestead or other lands, made by the Minister of the Interior from October 12, 1911, to January 1, 1912. Presented January 19, 1914.—*Mr. Oliver.*
Not printed.

44. Return to an Order of the House of January 15, 1913, for a copy of all charges, correspondence, letters, telegrams nd other documents relative to the dismissal of Horace Rindress, Quarantine Medical Officer at North Sydney, in the Riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented January 19, 1914.—*Mr. McKenzie*.....*Not printed.*

44*a*. Supplementary Return to an Order of the House of December 11, 1912, for a copy of all papers, documents and correspondence relating to the dismissal of A. T. Doucet, Postmaster and Collector of Customs at Salmon River, Digby County, N.S. Presented January 19, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

44*b*. Return to an Order of the House of April 21, 1913, for a copy of the charges made against Alexis Bourque, Storm Signal Agent at Bonaventure, on which he was dismissed by the Minister of Marine and Fisheries, and a copy of all letters and other documents bearing on the appointment of his successor. Presented January 23, 1914.—*Mr. Marcil (Bonaventure)*..... ..... *Not printed.*

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44*c*. Return to an Order of the House of January 29, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Marine and Fisheries, or any Department of the Government, relating to the dismissal of Patrick Conway, Lightkeeper at White Head Island, N.S., and if there was an investigation the names of the witnesses, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented January 21, 1914.—*Mr. Sinclair*..... *Not printed.*

44*d*. Return to an Order of the House of May 7, 1913, for a copy of all papers, documents, telegrams and correspondence in connection with the dismissal of Captain Wm. Smith, Coxswain, of the lifeboat at Blanche, Shelburne County, N.S. Presented January 21, 1914.—*Mr. Law*..... *Not printed.*

44*e*. Return to an Order of the House of March 3, 1913, for a Return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of King's, Province of Nova Scotia, in connection with any of the Departments of the public service, not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the Departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid, or to be paid, by any Department in connection with the said dismissals and investigations or removals from office. Presented January 21, 1914.—*Mr. McKenzie*.....*Not printed.*

44*f*. Return to an Order of the House of the 23rd April, 1913, for a copy of the charges made by Messrs. J. A. Mousseau, A. Godbout and J. Blondin, against Jos. E. A. Landry, keeper of the lighthouse at St. Omer, Quebec, on which he was dismissed for alleged political partisanship. Presented January 21, 1914.—*Mr. Marcil (Bonaventure)*. *Not printed.*

44*g*. Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Colin McIsaac, preventive officer at Port Hood, Inverness County, N.S. Presented January 21, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

44*h*. Return to an Order of the House of the 19th May, 1913, for a copy of all petitions and correspondence relating to the dismissal of Mr. Pesha, postmaster at Kent Bridge, Ontario. Presented January 22, 1914.—*Sir W. Laurier*.....*Not printed.*

44*i*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department or any department of the Government, relating to the dismissal of John F. Reeves, postmaster at Mulgrave, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair*..... *Not printed.*

44*j*. Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Havelock McLeod, postmaster at Big Intervale, North East Margaree, Inverness County, Nova Scotia. Presented January 22, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

44*k*. Return to an Order of the House of the 21st April, 1913, for a copy of all documents, petitions, correspondence, messages, inquiries, reports, &c., relating to the dismissal of S. Lapointe, postmaster of St. Eloi, County of Temiscouata, and to the appointment of his successor. Presented January 22, 1914.—*Mr. Gauvreau*.....*Not printed.*

44*l*. Return to an Order of the House of the 3rd February, 1913, for a copy of all correspondence, letters, telegrams and other documents relative to the dismissal of William Bow, postmaster at Winchester Village, County of Dundas, and of all recommendations for the appointment of his successor. Presented January 22, 1914.—*Mr. MacNutt*. *Not printed.*

44*m*. Return to an Order of the House of the 26th March, 1913, for a copy of all charges, correspondence, letters, telegrams, petitions and other documents relating to the dismissal of Mrs. Ellen O'Neil, postmistress at O'Neil's post office, Parish of Moncton, County of Westmorland, New Brunswick, and of all evidence, if any, taken in regard to the same, and of all reports concerning same; and also a copy of all recommendations, correspondence, letters, telegrams, petitions and other documents relating to the appointment of a successor, or of Robert C. Kelly as postmaster of or at the said O'Neil post office, and of all reports, if any, as to the proper location of the office. Presented January 22, 1914. —Mr. Emmerson .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44*n*. Return to an Order of the House of the 21st April, 1913, for a copy of the charges made against Alex. Labillois, postmaster of Miguasha, on which his dismissal took place, and of all letters and documents regarding the appointment of John Caissy in his place. Presented January 22, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

44*o*. Return to an Order of the House of the 21st April, 1913, for a copy of all letters and other documents containing evidence or charges against Madame Z. Marcotte, postmistress of Nouvelle West, Bonaventure County, on which the Postmaster General acted in removing her from office, and also of letters and other documents regarding the appointment of Mr. Lazare Fallu in her stead. Presented January 22, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*

44*p*. Return to an Order of the House of the 28th April, 1913, for a copy of all complaints, accusations, correspondence, petitions, and telegrams respecting the dismissal of Joseph Verault, postmaster at Guay, County of Lévis, of the evidence and report made following the inquiries held by the inquiring Commissioner Smith and the inquiring Commissioner Jolicœur in this matter; also the names of the witnesses summoned and heard, with a copy of the evidence heard at each inquiry, the names of those who represented the Government at these inquiries, and a detailed statement of the expenses caused by these inquiries, with a copy of all documents respecting the appointment of his successor, such as petitions, letters of recommendation, &c. Presented January 22, 1914.—*Mr. Bourassa* ..... *Not printed.*

44*q*. Return to an Order of the House of the 2nd June, 1913, for a copy of all telegrams, papers and correspondence in the possession of the Post Office Department, or with any of the officials thereof, regarding the removal from office of the postmaster of Osage, Saskatchewan, and of the appointment of a successor thereto; and of all correspondence bearing upon the said removal or appointment with the post office inspector for that portion of the province of Saskatchewan, and of all other letters and documents with respect thereto. Presented January 22, 1914.—*Mr. Carvell*.....*Not printed.*

44*r*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the Government, relating to the dismissal of George Taylor, postmaster at Bickerton, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair* ..... *Not printed.*

44*s*. Return to an Order of the House of the 21st April, 1913, for a copy of all correspondence, telegrams, complaints, affidavits, reports, recommendations, requests, certificates and other documents, relating to the dismissal of Mademoiselle Paul Hus, as postmistress of the Parish Ste. Victoire, County of Richelieu, and the appointment of Mr. Paul Bardier, of the same place, as postmaster. Presented January 22, 1914.—*Mr. Cardin.*
Not printed.

44*t*. Return to an Order of the House of the 3rd March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Parker S. Hart, postmaster at South Manchester, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same, and also a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair* ..... *Not printed.*

44*u*. Return to an Order of the House of the 17th February, 1913, for a copy of all complaints and charges made against Charles L. Gass, late postmaster at Bayfield, Antigonish County, of the evidence taken, if any, before Commissioner Duchemin, and of his report thereon, and of all letters, telegrams and documents of every kind relating to his dismissal and the appointment of his successor. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)* .....*Not printed.*

44*v*. Return to an Order of the House of the 27th January, 1913, for a copy of all documents, correspondence, letters, reports, &c., relating to the dismissal of Madame Belzil, postmistress at St. Octave, County of Rimouski, and the appointment of her successor. Presented January 22, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

44*w*. Return to an Order of the House of the 9th April, 1913, for a copy of all charges, correspondence, telegrams and other documents relating to the dismissal of John McDonnell, postmaster at Essex, Inverness County, Nova Scotia. Presented January 22, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

44*x*. Return to an Order of the House of the 31st March, 1913, for a copy of all letters, telegrams and documents in connection with the dismissal of James Bain, from the postmastership of Ninga post office, Ninga, Manitoba. Presented January 22, 1914.—*Mr. Turriff* ..... *Not printed.*

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44*y*. Return to an Order of the House of the 9th April, 1913, for a copy of all letters, petitions, telegrams, complaints, reports and other papers and documents in the possession of the Post Office Department, relating to the dismissal of William McKinnon, postmaster at Erinville, Guysborough County, N.S., and the appointment of Daniel Kenny as successor; and if there was an investigation in connection with the dismissal of the said William McKinnon, the names of all witnesses examined, a copy of the evidence and report of the commissioner, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*

44*z*. Return to an Order of the House of the 7th May, 1913, for a copy of all correspondence, evidence and reports in connection with the dismissal of J. N. Cloutier, postmaster at St. Benoit Labre, County of Beauce, Quebec. Presented January 22, 1914.—*Mr. Béland.* *Not printed.*

44 (2*a*). Return to an Order of the House of the 12th February, 1913, for a copy of all letters, telegrams, papers and documents relative to the dismissal of Mrs. Weave, postmistress at Coal Creek, Queens County, N.B., and of the appointment of Michael L. Knox. Presented January 22, 1914.—*Mr. McLean* (*Sunbury*).....*Not printed.*

44 (2*b*). Return to an Order of the House of the 26th May, 1913, for a copy of all correspondence and documents of any kind whatsoever relating to the dismissal of postmasters in Bonaventure County, by the present administration, not already ordered and brought down. Presented January 22, 1914.—*Mr. Marcil* (*Bonaventure*).....*Not printed.*

44 (2*c*). Return to an Order of the House of the 28th April, 1913, for a copy of all petitions, complaints, and correspondence containing any charges against Alexander Fraser, postmaster at Fraser's Grant, Antigonish County, N.S., and of all other documents and correspondence on the file in relation thereto. Presented January 22, 1914.—*Mr. Chisholm* (*Antigonish*) .....*Not printed.*

44 (2*d*). Partial return to an Order of the House of the 10th December, 1912, for a return showing all public officers removed by the present Government in the District of Portneuf, together with the name and duties of each person, the reasons for their dismissal, the nature of the complaints brought against them, also a copy of all correspondence relating thereto and reports of inquiries in cases where such were held. Presented January 22, 1914.—*Mr. Delisle* ..... *Not printed.*

44 (2*e*). Return to an Order of the House of the 15th January, 1913, for a return showing a list of the postmasters dismissed or removed by the present Government in the County of Two Mountains, the names of such persons, the reason for their dismissal, the nature of the complaints brought aginst them, and a copy of all correspondence and petitions relating thereto, and reports of inquiry in the cases where such have been held; also the names of their successors. Presented January 22, 1914.—*Mr. Ethier*....*Not printed.*

44 (2*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Thomas Chalmer McLean, postmaster at Ivera, Middle River, Riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. McKenzie*.....*Not printed.*

44 (2*g*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports and other documents relative to the dismissal of C. P. Blanchard, postmaster at Truro, Nova Scotia, and the appointment of his successor. Presented January 22, 1914.—*Mr. Macdonald* .....*Not printed.*

44 (2*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of Samuel Atwood, Atwood's Brook, Shelburne County, N.S. Presented January 22, 1914.—*Mr. Law* .....*Not printed.*

44 (2*i*). Return to an Order of the House of the 3rd February, 1913, for a return showing the names of the postmasters in the County of Berthier dismissed since the 21st September, 1911; their respective parishes, the date of their dismissals and the reason alleged; if an inquiry was held in each case; on whose recommendation were these dismissals made; the names of those appointed as their successors and on whose recommendation were they appointed. Presented January 22, 1914.—*Mr. Béland*.....*Not printed.*

44 (2*j*). Return to an Order of the House of the 3rd March, 1913, for a copy of all complaints, accusations, correspondence, petitions and telegrams, respecting the dismissal of Wilfrid Pellemarre, postmaster at Hervey Junction, County of Portneuf, and of all documents respecting the appointment of his successor, such as petitions, letters of recommendation, &c., and also of the evidence and reports made after the inquiry held by the inquiring commissioner; together with a detailed statement of the expenses caused by this inquiry. Presented January 22, 1914.—*Mr. Delisle*.....*Not printed.*

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44 (2*k*). Return to an Order of the House of the 16th February, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the Government, relating to the dismissal of Rufus D. Carrigan, postmaster at Sand Point, Guysborough County, N.S., and if there was an investigation, the names of all witnesses examined, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair* ..... *Not printed.*

44 (2*l*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Daniel Dunlop, postmaster at New Campbellton, Riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of the investigation held by H .P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. McKenzie*..... *Not printed.*

44 (2*m*). Return to an Order of the House of the 9th April, 1913, for a copy of all charges, correspondence, telegrams and other documents relating to the dismissal of Duncan Cameron, postmaster at Craigmore, Inverness County, Nova Scotia. Presented January 22, 1914. —*Mr. Chisholm (Inverness)*..... *Not printed.*

44 (2*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports, charges and other documents relating to the dismissal of Angus Cameron, late postmaster at Fairlight, Sask., and of the evidence taken at the investigation held by Mr. Dorsett. Presented January 22, 1914.—*Mr. Turriff*.... *Not printed.*

44 (2*o*). Return to an Order of the House of the 15th January, 1913, for a copy of all documents, correspondence, petitions and telegrams respecting the dismissal of M. Sauriol, postmaster of St. Janvier, County of Terrebonne, and the appointment of his successor. Presented January 22, 1914.—*Mr. Ethier*..... *Not printed.*

44 (2*p*.) Return to an Order of the House of the 2nd June, 1913, for a copy of all petitions, letters, telegrams and resolutions in connection with the changes made in the names of the post offices at Letches Creek Crossing and Letches Creek, North Cape Breton, N.S., the dismissal of Donald Johnston, the former postmaster at Letches Creek, and the appointment of his successor. Presented January 22, 1914.—*Mr. McKenzie.* *Not printed.*

44 (2*q*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of James McLees, postmaster at Bishop Mills, County of Grenville, Province of Ontario, and the appointment of his successor. Presented January 22, 1914. —*Mr. Proulx* ..... *Not printed.*

44 (2*r*). Return to an Order of the House of the 9th April, 1913, for a copy of all charges, correspondence, telegrams and other documents relating to the dismissal of Mrs. Sarah C. Rankin, postmistress at S. W. Ridge Mabou, Inverness County, Nova Scotia. Presented January 22, 1914.—*Mr. Chisholm (Inverness)*..... *Not printed.*

44 (2*s*).Partial Return to an Order of the House of the 19th March, 1913, for a Return showing in detail the number of dismissals from the public service during the period from June 23, 1896, to September 21, 1911, in the County of Cumberland, Nova Scotia, in connection with any department of the public service; together with the names of the dismissed officials or employees, their ages at the time of entering the public service, the length of their period of service with dates, the amount of their remuneration, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communication with respect to each such case of dismissal, and of all minutes of evidence on investigation, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government; also the names of all persons appointed to fill vacancies caused by such dismissals, their ages at the date of appointment, the amount of their remuneration, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with said dismissals and investigations or removal from office. Presented January 22, 1914.—*Mr. Rhodes*..... *Not printed.*

44 (2*t*). Partial Return to an Order of the House of the 29th April, 1913, for a Return showing all employees of the Dominion dismissed in the County of Three Rivers and St. Maurice since October 15, 1911, to date, the date of dismissal, the employment of each man, the salary he was receiving at the time of his dismissal, the reason for dismissal, whether there has been an investigation or not, with the names and places of residence of the men appointed to replace them. Presented January 22, 1914.—*Mr. Bureau.* *Not printed.*

44 (2*u*). Partial Return to an Order of the House of the 10th December, 1912, for a return showing the number of dismissals from public offices by the present Government to this date in the constituency of Regina, together with the names of the dismissed officials, the reasons for their dismissals, the complaints against such officials, and a copy of all correspondence relating thereto and reports of inquiries in cases where such have been held in respect of the same. Presented January 22, 1914.—*Mr. Martin (Regina).* *Not printed.*

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44 (2*v*). Return to an Order of the House of the 10th December, 1912, for a return showing all the public officers dismissed by the present Government in the electoral district of Kamouraska, with the names and duties of such persons respectively, the reason for their dismissal, the nature of the complaints brought against them, also of all correspondence relating thereto and reports of inquiries in cases where such have been held. Presented January 22, 1914.—*Mr. Lapointe* (*Kamouraska*).....*Not printed.*

44 (2*w*). Partial Return to an Order of the House of the 10th February, 1913, for a return showing in detail the number of dismissals from public offices by the present Government to this date in the County of Prince, Prince Edward Island, giving the names of the dismissed officials, the reasons for their dismissal, the complaints against such officials and a copy of all the correspondence with respect to the same and of all notes of evidence and reports of investigations where such were held; also the names of all parties appointed to fill the vacancies caused by such dismissals and the names of the persons by whom the same have been recommended for appointment. Presented January 22, 1914.—*Mr. Richards*.....*Not printed.*

44 (2*x*). Return to an Order of the House of the 10th December, 1912, for a return showing the detail and number of dismissals from public offices by the present Government to this date in the riding of Strathcona, together with the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of investigations, where such were held. Presented January 22, 1914.—*Mr. Douglas*.....*Not printed.*

44 (2*y*). Partial Return to an Order of the House of the 10th December, 1912, for a return showing the detail and number of dismissals from public offices by the present Government to this date in the riding of Saltcoats, Sask., together with the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and all reports of investigations, in cases where such were held. Presented January 22, 1914.—*Mr. MacNutt.* *Not printed.*

44 (2*z*). Return to an Order of the House of the 28th April, 1913, for a return showing all employees dismissed in the County of Champlain since October 15, 1911, to date, the employment of each man, the salary each was receiving at the time of his dismissal, the reasons for dismissals, whether there has been any investigation or not, with the names and places of residence of the men appointed to replace them. Presented January 22, 1914.—*Mr. Bureau*.....*Not printed.*

44 (3*a*). Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and position of employment, by the present Government since the 11th day of October, 1911, to this date, in the County of Cumberland, Nova Scotia, not including those for which returns have already been ordered, in connection with any of the departments of the public service; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removal from office. Presented January 22, 1914. —*Mr. Kyte*.....*Not printed.*

44 (3*b*). Return to an Order of the House of the 3rd February, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment, by the present Government since the first day of October, 1911, to this date, in the County of Westmorland, New Brunswick, in connection with any of the departments of the public service; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made, save and except the case of George H. Cochrane, Collector of Customs at Moncton (the papers for which have been already moved for); together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of government, or of the Government Railways Managing Board, or of the officials of the Intercolonial and the Prince Edward Island Railway; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respecitvely recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented January 22, 1914.—*Mr. Emmerson*.....*Not printed.*

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44 (3*c*). Partial Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Annapolis, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill vacancies caused by such dismissals ,and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

44 (3*d*). Return to an Order of the House of the 28th April, 1913, for a return showing all employees dismissed in the County of Nicolet since October 15, 1911, to date, the date of dismissal, the employment of each man, the salary he was receiving at the time of his dismissal, the reasons for dismissal, whether there has been an investigation or not, with the names and places of residence of the men appointed to replace them. Presented January 22, 1914.—*Mr. Bureau*.....*Not printed.*

44 (3*e*). Return to an Order of the House of the 29th January, 1913, for a return showing in detail the number of dismissals from public offices by the present Government to this date in the constituency of Victoria, Alberta, together with the names of the dismissed officials, the reason of their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same and of all notes of evidence and of the reports of investigations where such were held; also the names of all parties appointed to fill the vacancies caused by such dismissals and the names of the persons by whom the same have been recommended for appointment. Presented January 22, 1914.—*Mr. White (Alberta)*.....*Not printed.*

44 (3*f*). Officials dismissed in the constituency of Shelburne and Queens, N.S.—(Senate). *Not printed.*

44 (3*g*). Postmasters dismissed in the County of Antigonish, N.S.—(*Senate*).....*Not printed.*

44 (3*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams, and other documents relating to the dismissal of Dr. Freeman O'Neil, from the office of port physician at Louisburg, Cape Breton South, Nova Scotia, and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same. Presented January 26, 1914.—*Mr. Sinclair.* *Not printed.*

44 (3*i*). Partial Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Digby, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reasons for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all accounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. And also—Supplementary return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Digby, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reasons for their respective dismissals the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all accounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented Janaury 22, 1914.—*Mr. Sinclair*.....*Not printed.*

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44 (3*j*). Partial Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the constituency of Queen's, Shelburne, Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already been passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held and of all reports relating to such dismissals now in the possession of any of the departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations of removals from office. Presented January 27, 1914.—*Mr. Law*.....*Not printed.*

44 (3*k*). Partial Return to an Order of the House of the 19th March, 1913, for a list of public officers employed in the city of Quebec, in the Departments of Inland Revenue, Railways and Canals, the Transcontinental Railway, Customs, Immigration, Marine and Fisheries, Public Works and Militia, the names and duties of such persons, the reason for their dismissal, the nature of the complaints brought against them, also a copy of all correspondence relating thereto, and of reports of inquiry in the cases where such inquiries were held. Presented January 26, 1914.—*Mr. Lachance*.....*Not printed.*

44 (3*l*). Return to an Order of the House of the 29th January, 1913, for a return showing all the public officers removed by the present Government in the District of L'Assomption, together with the names and duties of such persons, the reasons for their dismissal, the nature of the complaints brought against them; also a copy of all correspondence relating thereto and reports of inquiries in cases where such were held, with the names of the successors of the dismissed officers. Presented January 26, 1914.—*Mr. Seguin.* *Not printed.*

44 (3*m*). Further Supplementary Return to an Order of the House of the 7th February, 1912, for a return showing for each department of the Government the names, post office addresses, offices, employment, and salaries of all persons employed either in the inside or outside service thereof, and of such persons not in the Civil Service, employed by the Government in any department, on the tenth day of October, 1911, who have been removed from office or employment by dismissal; specifying in each case the manner of and grounds of such dismissals and the length of notice given to the persons removed, and also indicating in each case whether an inquiry was or was not held prior to such dismissal. Presented January 26, 1914.—*Mr. Kyte*.....*Not printed.*

44 (3*n*). Supplementary Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Digby, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed; togeaher with the names of the dismissed officials or employees, the reasons for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all accounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented January 28, 1914. —*Mr. Sinclair* .....*Not printed.*

44 (3*o*). Return to an Order of the House of the 26th May, 1913, for a copy of all correspondence, telegrams, inquiries and reports respecting the dismissal of Philias Hable, lightkeeper at St. Louis de Lotbinière, County of Lotbinière, Quebec. Presented February 4, 1914.—*Mr. Fortier*.....*Not printed.*

44 (3*p*). Return to an Order of the House of the 19th May, 1913, for a copy of all correspondence, complaints, petitions and reports connected with the dismissal of Fishery Overseer Migneault at Seven Islands, and the appointment in his place of Elzear Levesque. Presented February 10, 1914.—*Mr. Béland*.....*Not printed.*

44 (3*q*). Return to an Order of the House of the 28th April, 1913, for a return showing all employees dismissed in the County of Maskinonge, since October 15, 1911, to date, the date of dismissal, the employment of each man, the salary he was receiving at the time of his dismissal, the reasons for dismissal, whether there has been investigation or not, and the names and places of residence of the men appointed to replace them. Presented February 10, 1914.—*Mr. Bureau* .....*Not printed.*

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44 (3*r*). Partial Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of King's, Province of Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid, or to be paid, by any department in connection with the said dismissals and investigations or removals from office. Presented February 10, 1914.—*Mr. McKenzie*.....*Not printed.*

44 (3*s*). Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public office and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Colchester, Nova Scotia, in connection with any of the departments of the public service; together with the names of the dismissed officials or employees, the reasons for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented February 10, 1914.—*Mr. Macdonald*.....*Not printed.*

44 (3*t*). Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Hants, Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already passed; together with the name of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also of the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented February 10, 1914.—*Mr. Chisholm (Inverness)* .....*Not printed.*

44 (3*u*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations, and reports concerning the dismissal of Miss Eugenie Dorion, an employee in the office of the post office inspector at Quebec; the reasons for her dismissal, the nature of the complaints brought against her, if any, the names of the persons who brought these complaints, also a copy of all correspnodence relating thereto, and the report of inquriy, if there was one held. Presented February 20, 1914.—*Mr. Wilson (Laval)*.....*Not printed.*

44 (3*v*). Return to Order of the House of the 2nd February, 1914, for a copy of all charges, correspondence, letters, telegrams and other documents in the possession of the Post Office Department, relating to the dismissal of James R. Laing, postmaster at Liscombe, N.S., and of the facts taken, and report of investigation in regard to the same, if any, a detailed statement of the expenses of such investigation, together with a copy of all recommendations, letters, telegrams, and other papers relating to the appointment of his successor. Presented February 23, 1914.—*Mr. Sinclair*.....*Not printed.*

44 (3*w*). Return to an Order of the House of the 5th June, 1913, for a copy of all correspondence, papers, &c., in connection with the dismissal of Mr. A. L. Desève, officer in charge of the fishery hatchery at Magog, Quebec, and the appointment of Mr. L. A. Audet to the said position. Presented February 23, 1914.—*Sir W. Laurier*.....*Not printed.*

44 (3*x*). Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, telegrams and other documents relating to the removal of Jas. T. Richardson as sub-Collector of Customs at Humboldt, Saskatchewan, and the appointment of a successor. Presented February 23, 1914.—*Mr. Neely*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44 (3*y*). Supplementary Return to an Order of the House of the 10th December, 1912, for a return showing the number of dismissals from public offices by the present Government to this date in the constituency of Regina, together with the names of the dismissed officials, the reasons for their dismissals, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of any investigations held in respect of the same. Presented February 24, 1914.—*Mr. Martin (Regina)* .....*Not printed.*

44 (3*z*). Return to an Order of the House of the 9th February, 1914, for a copy of all papers, documents, correspondence, &c., in connection with the dismissal of Mr. Hicks, of Bridgetown, N.S., from the customs service in 1913. Presented February 24, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

44 (4*a*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Customs Department, relating to the dismissal of Ralph Harris, sub-collector of customs at Pelee Island, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented February 26, 1914.—*Mr. Clarke (Essex)*..... *Not printed.*

44 (4*b*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Customs Department, relating to the dismissal of Aylmer Orton, customs officer at Windsor, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented February 26, 1914.—*Mr. Clarke (Essex).* *Not printed.*

44 (4*c*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Customs Department, relating to the dismissal of Frederick Forster, sub-collector of customs at Kingsville, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented February 26, 1914.—*Mr. Clarke (Essex)* .....*Not printed.*

44 (4*d*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Interior Department, relating to the dismissal of Andrew Darragh, immigration officer at Windsor, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented March 2, 1914.—*Mr. Clarke (Essex).* *Not printed.*

44 (4*e*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Interior Department, relating to the dismissal of John Halstead, immigration officer at Windsor, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented March 2, 1914.—*Mr. Clarke (Essex).* *Not printed.*

44 (4*f*). Return to an Order of the House of the 26th May, 1913, for a copy of all correspondence, telegrams, inquiries, and reports, respecting the dismissal of Napoleon Daigle, lighthouse keeper at Barre à Boulard, Parish of St. Louis de Lotbinière, Quebec. Presented March 2, 1914.—*Mr. Fortier*.....*Not printed.*

44 (4*g*). Supplementary Return to an Order of the House of the 19th March, 1913, for a return showing in detail the number of dismissals from the public service during the period from June 23, 1896, to September 21, 1911, in the County of Cumberland, Nova Scotia, in connection with any department of the public service; together with the names of the dismissed officials or employees, their ages at the time of entering the public service, the length of their period of service with dates, the amount of their remuneration, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissals, and of all minutes of evidence on investigation, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government; also the names of all persons appointed to fill vacancies caused by such dismissals, their ages at the date of appointment, the amount of their remuneration, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with said dismissals and investigations or removal from office. Presented March 2, 1914.—*Mr. Rhodes* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44 (4*h*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of the Postmaster General, relating to the dismissal of James H. Smart, postmaster at Kingsville, Ont., and if there was an investigation, the names of all the witnesses and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented March 2, 1914.—*Mr. Clarke (Essex)* ..... *Not printed.*

44 (4*i*). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relating to the dismissal of John A. Roy from the position of postmaster at Maitland, County of Hants. Presented March 2, 1914.—*Mr. Macdonald* ..... *Not printed.*

44 (4*j*). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relating to the dismissal of Thomas Nelson, from the position of postmaster at Scotch Village, County of Hants. Presented March 2, 1914.—*Mr. Macdonald* ..... *Not printed.*

44 (4*k*). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relating to the dismissal of Albert McHeffey from the position of postmaster at Shubenacadie, County of Hants. Presented March 2, 1914. —*Mr. Macdonald* ..... *Not printed.*

44 (4*l*). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relating to the dismissal of C. Stewart McPhee from the position of postmaster at Enfield, County of Hants. Presented March 2, 1914.— *Mr. Macdonald* ..... *Not printed.*

44 (4*m*). Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the first day of February, 1913, to date, in the County of Westmorland, New Brunswick, in connection with any of the departments of the public service, except the Post Office Department; together with the names of the dismissed officials or employees, the reasons for their respective dismissal, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government, or of the Government Railway Managing Board, or of the officials of the Intercolonial and the Prince Edward Island Railways; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented March 3, 1914.—*Mr. Emmerson* ..... *Not printed.*

44 (4*n*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of D. Dishaw, employee of the Marine shipyard at Prescott, Ontario. Presented March 3, 1914.—*Mr. Turriff* ..... *Not printed.*

44 (4*o*). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relative to the dismissal of A. Michael Russell from the position of caretaker of the drill hall at Windsor, County of Hants. Presented March 3, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

44 (4*p*). Return to an Order of the House of the 2nd February, 1914, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mr. A. Goyette, postmaster at St. Valerien de Milton, Shefford County, Quebec, and of the evidence taken, and of the reports of investigation held by Dr. W. L. Shurtleff in regard to the same. Presented March 5, 1914.—*Mr. Boivin* ..... *Not printed.*

44 (4*q*). Return to an Order of the House of the 21st April, 1913, for a copy of the evidence and report in the investigation held by Mr. W. A. E. Flynn, in the case of P. D. Bourdages, keeper of the lighthouse at Bonaventure Point, Quebec, of the charges made against the said Bourdages by Ovide Bourdages, Raymond Bourdages, Pierre Henry, J. A. Mousseau and D. Champoux. Presented March 5, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed.*

44 (4*r*). Return to an Order of the House of the 21st April, 1913, for a copy of the charges made by Messrs. W. S. Montgomery, J. I. Boudreau, N. Bourg, J. A. Mousseau, N. Boudreau, against Louis Bujold, keeper of the lighthouse at Carleton Point, Quebec. Presented March 5, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed.*

44 (4*s*). Return to an Order of the House of the 11th February, 1914, for a return showing reasons for the dismissal of Mr. Shinbine, caretaker of the Immigration Hall at Edmonton, the date of his appointment and of dismissal, and salary at time of dismissal; also the name of caretaker appointed in his place, with date of appointment, salary and qualifications. Presented March 6, 1914.—*Mr. Oliver* ..... *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44 (4*t*). Return to an Order of the House of the 11th February, 1914, for a return showing the reasons for the dismissal of Mr. Webster, immigration agent at Edmonton; the date of his appointment and of dismissal, and salary at time of dismissal; also the name of the agent appointed in his place, with date of appointment, salary and qualifications? Presented March 6, 1914.—*Mr. Oliver*.....*Not printed.*

44 (4*u*). Return to an Order of the House of the 11th February, 1914, for a return showing reasons for the dismissal of Jacob Mohr, interpreter for the immigration agency at Edmonton; the date of his appointment and of dismissal, and salary at time of dismissal; also the name of the interpreter appointed in his place with date of appointment, salary and qualifications. Presented March 6, 1914.—*Mr. Oliver*.....*Not printed.*

44 (4*v*). Return to an Order of the Houe of the 11th February, 1914, for a return showing reasons for the dismissal of Mr. P. Tomkins, Dominion Lands Agent at Grouard, the date of his appointment and of dismissal, and salary at time of dismissal; also the name of agent appointed in his place, with date of appointment and salary. Presented March 6, 1914.—*Mr. Oliver*.....*Not printed.*

44 (4*w*). Return to an Order of the House of the 2nd February, 1914, for a copy of all documents bearing upon dismissals and appointments of officials of the Inland Revenue Department in Bonaventure County since January 1, 1913, to date; together with a statement showing the salaries, emoluments and amounts paid to the new appointees since appointment, compared with amounts paid officials for corresponding periods in 1911 and 1912. Presented March 6, 1914.—*Mr. Marcil (Bonaventure)*....*Not printed.*

44 (4*x*). Return to an Order of the House of the 2nd February, 1914, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mr. Arthur Dupuis, postmaster at Pontbriand, County of Megantic, Quebec, and of the evidence taken and of the reports of investigation held by Dr. W. L. Shurtleff in regard to the same. Presented March 6, 1914...*Mr. Pacaud*.....*Not printed.*

44 (4*y*). Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams, petitions and other documents relating to the dismissal of Jos. Serguis Archambault, as postmaster of the town of Terrebonne, and to the appointment of George Beausoldeil, as his successor. Presented March 6, 1914. *Mr. Seguin* .....*Not printed.*

44 (4*z*). Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams, reports and all other papers relating to the dismissal of Martin Lanigan, postmaster at Sexton, County of Kent, New Brunswick, and of the minutes of evidence of any investigation or inquiry held relating to the said dismissal, and of all and any charges and recommendations connected therewith; also a copy of all letters written to the Postmaster General or to any official of the Post Office Department, by F. J. Robidoux, M.P., or by any other person relating to the said dismissal. Presented March 6, 1914.—*Mr. Emmerson*.....*Not printed.*

44 (5*a*). Return to an Order of the House of the 2nd February, 1914, for a copy of all documents, letters, correspondence and petitions asking for the dismissal of Mr. Felix Raymond, postmaster at Ste. Scholastique Village, County of Two Mountains, together with everything in connection with such dismissal. Presented March 6, 1914.—*Mr. Ethier.* *Not printed.*

44 (5*b*). Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the sub-lands agency in Gravelburg, Saskatchewan. Presented March 10, 1914.—*Mr. Knowles*.....*Not printed.*

44 (5*c*). Further Supplementary Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th of October, 1911, to this date, in the County of King's, Province of Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid, or to be paid, by any department in connection with the said dismissals and investigations or removals from office. Presented March 10, 1914.—*Mr. McKenzie*.....*Not printed.*

44 (5*d*). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, telegrams, correspondence and petitions in any way referring to the dismissal of the postmaster at Ainslie Glen, Inverness County, and the appointment of Neil McKinnon to said office. Presented March 12, 1914.—*Mr. Chisholm (Inverness).* *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44 (5*e*). Return to an Order of the House of the 9th February, 1914, for a copy of all papers, documents, correspondence, letters, &c., since October 1, 1911, relating to the appointment of a postmaster at Upper Ohio, Shelburne County, N.S. Presented March 12, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

44 (5*f*). Return to an Order of the House of the 9th February, 1914, for a copy of all papers, documents, correspondence, letters and telegrams, relating to the dismissal of Jos. H. Lefebvre, postmaster at Howick Station, County of Chateauguay, and the appointment of his successor. Presented March 12, 1914.—*Mr. Robb*.....*Not printed*

44 (5*g*). Return to an Order of the House of the 11th February, 1914, for a copy of all correspondence, letters, telegrams, petitions and other documents in any way connected with the dismissal of the postmaster at Alexander, Inverness County, and the appointment of a successor. Presented March 12, 1914.—*Mr. Chisholm (Inverness)*.
Not printed.

44 (5*h*). Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams and documents of all kinds in possession of the Government or any department thereof, in any way relating to the employment of and dismissal from the Geological Survey of Canada of N. H. McLeod, North East Margaree, Inverness County, N.S. Presented March 12, 1914.—*Mr. Chisholm (Inverness)*.
Not printed.

44 (5*i*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of M. Barry, from the service of the Marine Department at Prescott, Ontario. Presented March 17, 1914.—*Mr. Lemieux*.....*Not printed.*

44 (5*j*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of W. Granton, from the service of the Marine Department at Prescott, Ontario. Presented March 17, 1914.—*Mr. Thomson (Qu'Appelle)*.
Not printed.

44 (5*k*). Return to an Order of the House of the 9th February, 1914, for a copy of all letters, and telegrams in connection with the dismissal of the postmaster at Fletwode, Saskatchewan, and the changing of the location of the said post office. Presented March 17, 1914.—*Mr. Turriff*.....*Not printed.*

44 (5*l*). Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals or removals from office from 1st February, 1913, of postmasters in the County of Westmorland, New Brunswick; together with the names of the dismissed postmasters, or postmistresses, the reason of their dismissal, and a copy of the charges or complaints against such officials respectively, and of all correspondence with respect to the same; and of all correspondence, recommendations, petitions, protests and other documents, and of all notes of evidence and of the reports of investigations, where such were held, relating thereto, or to the appointment of successors to fill such offices respectively; and also the names of all persons appointed to fill the vacancies caused by such dismissals, and of the persons by whom the same respectively were recommended for appointment. Presented March 17, 1914.—*Mr. Emmerson.*
Not printed.

44 (5*m*). Return to an Order of the House of the 16th February, 1914, for a return showing the name of the postmaster of the Parish of St. Henri de Lauzon, County of Lévis, who, it is said, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the Government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation, and the amount awarded to or claimed by each of them. Presented March 17, 1914.—*Mr. Bourassa*.....*Not printed.*

44 (5*n*). Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, petitions, telegrams, evidence, reports, papers and documents, in the possession of the Post Office Department, or any other department, relating to the dismissal of Geo. Skates, postmaster at Appin, Ontario; and if there was an investigation, the name of the investigator and witnesses, a copy of the evidence and of letters, papers, petitions, recommendations and other documents connected with the appointment of Mr. Skates' successor. Presented March 17, 1914.—*Mr. Ross*.....*Not printed.*

44 (5*o*). Return to an Order of the House of the 9th March, 1914, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Geo. J. Ryan and Charles Hamlin from the Canadian customs service at Newport, Vermont, and of the appointment of Charles A. Boright and Frank S. Baker to the said positions. Presented March 20, 1914.—*Mr. Boivin*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44 (5*p*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations, in any way relating to the dismissal of J. Shaver, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Law*.....*Not printed.*

44 (5*q*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of R. Lunay, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Carroll*.....*Not printed.*

44 (5*r*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Slattery, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Béland*.....*Not printed.*

44 (5*s*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Walsh, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

44 (5*t*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of W. Gerts, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Wilson (Laval)*.....*Not printed.*

44 (5*u*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of D. Boivard, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Kyte*.....*Not printed.*

44 (5*v*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of G. Scott, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Nesbitt*.....*Not printed.*

44 (5*w*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Offspring, employee of the Marine shipyard at Prescott Ontario. Presented March 20, 1914.—*Mr. Warnock*.....*Not printed.*

44 (5*x*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Hayes, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Turriff*.....*Not printed.*

44 (5*y*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of P. Belanger, from the service of the Marine Department at Prescott, Ontario. Presented March 20, 1914.—*Mr. Proulx*.....*Not printed.*

44 (5*z*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of L. Place, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Pacaud*.....*Not printed.*

44 (6*a*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of C. Kavanagh, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Carvell*.....*Not printed.*

44 (6*b*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Roche, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Sinclair*.....*Not printed.*

44 (6*c*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. McInnis, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. McCoig*.....*Not printed.*

44 (6*d*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of E. Scott, employee of the Marine shipyard at Prescott, Ontario. Presented March 29, 1914.—*Mr. Demers*.....*Not printed.*

44 (6*e*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of C. Wright, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Clark (Red Deer)*.....*Not printed.*

44 (6*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of L. Lalonde, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Bureau*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44 (6*g*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of H. Birks, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Charlton*.....*Not printed.*

44 (6*h*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of W. Jarvis, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Gauvreau*.....*Not printed.*

44 (6i). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. McDermott, employee of the Marine shipyard at Prescott, Ontario. Presented March 23, 1914.—*Mr. Devlin*.....*Not printed.*

44 (6*j*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of George L. Brown, officer in charge of the Dominion lighthouse, Prescott Depot, Ontario, and the appointment of his successor. Presented March 23, 1914.—*Mr. Proulx*..... *Not printed.*

44 (6*k*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Lane, employee of the Marine shipyard at Prescott, Ontario. Presented March 23, 1914.—*Mr. MacNutt*.....*Not printed.*

44 (6*l*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of D. Perrin, employee of the Marine shipyard at Prescott, Ontario. Presented March 23, 1914.—*Mr. Lemieux*.....*Not printed.*

44 (6*m*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. A. Mundle, employee of the Marine shipyard at Prescott, Ontario. Presented March 23, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

44 (6*n*). Return to an Order of the House of the 16th February, 1914, for a return showing the name of the postmaster of the Parish of St. Lambert, County of Lévis, who, it is stated, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the Government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation, and the amount awarded to or claimed by each of them. Presented March 23, 1914.—*Mr. Bourassa*.....*Not printed.*

44 (6*o*). Return to an Order of the House of the 2nd February, 1914, for a return showing the changes in postmasterships in Bonaventure County from January 1, 1913, to date, with a list of dismissals, and reasons therefor, and of new appointments, also a copy of all reports, correspondence, petitions and documents generally bearing on this subject; together with a list of post office contracts cancelled in said constituency, with reasons therefor, if any, and of new contracts awarded, with the old rate and the new, and whether tenders were called for, in each case, and whether contracts were awarded to lowest tenderer or not. Presented March 23, 1914.—*Mr. Marcil (Bonaventure)*. *Not printed.*

44 (6*p*). Return to an Order of the House of the 2nd February, 1914, for a return of all reports, memorials, correspondence and documents generally bearing on the dismissal of customs officials in Bonaventure county from January 1, 1913, to date, together with a statement of salaries paid to old and new officials, and a copy of recommendations on which new officials were appointed, if any. Presented March 25, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*

44 (6*q*). Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals from office since October 1, 1911, not already brought down, of postmasters in the County of Albert, New Brunswick, together with the names of the dismissed postmasters, the reason of their dismissal, and a copy of the charges or complaints against such officials respectively, also a copy of all correspondence, recommendations, petitions, protests and other documents, and of all notes of evidence and of the reports of investigations, where such were held with respect to the same or relating thereto, or to the appointment of successors to fill such offices respectively. And also the names of all persons appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same were respectively recommended for appointment. Presented March 25, 1914.—*Mr. Emmerson*.....*Not printed.*

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44 (6r). Supplementary Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the constituency of Queen's, Shelburne, Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already been passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held and of all reports relating to such dismissals now in the possession of any of the departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same may have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented March 26, 1914.—*Mr. Law*.....*Not printed.*

44 (6s). Supplementary Return to an Order of the House of the 10th December, 1912, for a return showing all the public officers dismissed by the present Government in the electoral district of Kamouraska, with the names and duties of such persons respectively, the reason for their dismissal, the nature of the complaints brought against them, also of all correspondence relating thereto and reports of inquiries in cases where such have been held. Presented March 26, 1914.—*Mr. Lapointe* (*Kamouraska*).....*Not printed.*

44 (6t). Return to an Order of the House of the 16th February, 1914, for a return showing the name of the postmaster of the Parish of Notre Dame de Charny, County of Lévis, who, it is stated, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the Government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation, and the amount awarded to or claimed by each of them. Presented March 31, 1914.—*Mr. Bourassa* .....*Not printed.*

44 (6u). Return to an Order of the House of the 16th March, 1914, for a copy of all telegrams, letters and correspondence in connection with the dismissal of Charles S. Melanson, postmaster of Corberrie, Digby County, N.S. Presented April 1, 1914.—*Mr. Law* . *Not printed.*

44 (6v). Return to an Order of the House of the 11th February, 1914, for a return showing reasons for the dismissal of Gordon McDonald, homestead inspector in the Grouard Land Agency, the date of his appointment and of dismissal, and salary at time of dismissal; also the names of inspector appointed in his place, with date of appointment and salary. Presented April 2, 1914.—*Mr. Oliver*.....*Not printed.*

44 (6w). Return to an Address to His Royal Highness the Governor General of the 17th February, 1913, for a copy of all letters, papers and documents relating to the appointment of W. F. Slack as clerk of works in the Department of Public Works at Ottawa; a copy of the charges against the said W. F. Slack, which were investigated by Honourable F. D. Monk, and of all the letters suspending and re-instating the said W. F. Slack; of the employees memorial, dated May 11, 1912, and addressed to Honourable F. D. Monk; praying for the retention in office of the said W. F. Slack; a copy of the charges investigated by Commissioner R. V. Sinclair, of the evidence taken and the reports made by the said commissioner; and also of all correspondence, requests, recommendations and orders in council relating to the dismissal of the said W. F. Slack. Presented April 2, 1914.—*Mr. Murphy* .....*Not printed.*

44 (6x). Return to an Order of the House of the 28th April, 1913, for a copy of all correspondence, memoranda, reports, telegrams, and of all documents whatsoever, in connection with and having relation to the dismissal of William Brunelle, lighthouse keeper at Pointe à Citrouille, County of Champlain, Province of Quebec. Presented April 2, 1914. —*Mr. Bureau* .....*Not printed.*

44 (6y). Return to an Order of the House of the 23rd March, 1914, for a copy of all documents, correspondence, petitions, recommendations, &c., in connection with the dismissal of Arthur Levesque, light keeper at Grosse Isle, Kamouraska, and with the appointment of his successor? Presented April 7, 1914.—*Mr. Lapointe* (*Kamouraska*)..*Not printed.*

44 (6z). Return to an Order of the House of the 28th April, 1913, for a copy of all correspondence, memoranda, reports, telegrams and all other documents whatsoever having reference to the dismissal of L. Philippe Carignan, lighthouse keeper at Champlain, County of Champlain. Presented April 2, 1914.—*Mr. Bureau*.....*Not printed.*

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44 (7*a*). Return to an Order oft he House of the 23rd March, 1914, for a copy of all documents, petitions, correspondence, recommendations, investigations, &c., in connection with the dismissal of Dominique Levesque, lightkeeper at Rivière Ouelle wharf, County of Kamouraska, and with the appointment of his successor. Presented April 7, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

44 (7*b*). Return to an Order of the House of the 2nd February, 1914 ,for a return showing in detail the number of dismissals from public offices by the present Government in the electoral district of Shefford from the 1st of October, 1911, not already brought down to the present date; together with the names of the dismissed officers, the reasons for their dismissal, the complaints against such officials, names of the complainants in each case, and the names of their successors in office. Presented April 16, 1914.—*Mr. Boivin. Not printed.*

44 (7*c*). Supplementary Return to an Order of the House of the 10th December, 1912, for a return showing all public officers removed by the present Government in the District of Portneuf, together with the names and duties of each person, the reasons for their dismissal, the nature of the complaints brought against them, also a copy of all correspondence relating thereto and reports of inquiries in cases where such were held. Presented April 16, 1914.—*Mr. Delisle*.....*Not printed.*

44 (7*d*). Return to an Order of the House of the 4th February, 1914, for a copy of all correspondence relative to the dismissal of Alex. W. Finlayson, keeper of light on St. Esprit Island, Richmond County, N.S., and to his resignation and the appointment of a successor. Presented April 17, 1914.—*Mr. Kyte*.....*Not printed.*

44 (7*e*). Return to an Order of the House of the 4th March, 1914, for a copy of all papers, evidence, &c., in connection with the investigation held by the Department of Marine and Fisheries against the light keeper of Cape Cove, County of Gaspé, in 1911. Presented April 17, 1914.—*Mr. Lemieux*.....*Not printed.*

44 (7*f*). Return to an Order of the House of the 16th February, 1914, for a copy of all telegrams, correspondence and documents of all kinds in any way relating to the dismissal or suspension from duty of Dan Cormier, an officer in the life-saving station at Eastern Harbour, Inverness County, Nova Scotia. Presented April 21, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

44 (7*g*). Return to Order of the House of the 16th February, 1914, for a copy of all documents bearing on the appointment and dismissal of Ben. V. Willett, as light keeper at Point Duthie, Quebec, and of the appointment of James Doddridge as his successor, as well as of those bearing on the contemplated removal of that light to Maria wharf. Presented April 21, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

44 (7*h*). Return to an Order of the House of the 12th February, 1914, for a return showing the names of the postmasters who have been dismissed in the County of Lévis since the month of September, 1911; the number of the dismissed postmasters, since the month of September, 1911, who have been appointed in the place of postmasters dismissed under the late administration; and the names of the postmasters who were dismissed under the late administration. Presented April 22, 1914.—*Mr. Bourassa*..*Not printed.*

44 (7*i*). Return to an Order of the House of the 2nd March, 1914, for a copy of all correspondence, papers, documents, evidence, reports, telegrams, &c., relating to the dismissal of John A. L. McLellan, late Light keeper at Fish Island, Prince Edward Island. Presented April 28, 1914.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

44 (7*j*). Return to an Order of the House of the 6th April, 1914, for a copy of all documents bearing on the dismissal of Thomas Le Blanc, as postmaster of Allard, Bonaventure County, and the appointment of his successor. Presented April 30, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

44 (7*k*). Return to an Order of the House of the 21st April, 1913, for a copy of all letters, telegrams, petitions, complaints, evidence, reports and other documents relating to the dismissal of William E. Ehler, Lightkeeper, Queensport, N.S., also a detailed statement of the expenses connected with the investigation, distinguishing the allowance paid the commissioner from travelling expenses and witness fees; and of all papers connected with the appointment of Mr. Ehler's successor. Presented May 5, 1914.—*Mr. Sinclair. Not printed.*

44 (7*l*). Return to an Order of the House of the 2nd March, 1914, for a copy of all letters, petitions, telegrams, evidence, reports, papers and documents in the possession of the Post Office Department, or any other Department, relating to the dismissal of Samuel Dickson, postmaster at Seaforth, Ontario, and if there was an investigation, the names of the investigator and witnesses, with a copy of the evidence and of all letters, papers, petitions, recommendations, or other documents connected with the appointment of Mr. Dickson's successor. Presented May 8, 1914.—*Mr. Ross*.....*Not printed.*

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44 (7*m*). Return to an Order of the House of the 6th April, 1914, for a copy of all petitions, letters, complaints and other documents relating to the dismissal of Charles McPherson, postmaster at North Riverside, County of Guysborough, N.S., and of all recommendations and correspondence relating to the appointment of his successor; also a copy of all evidence and of the report of the investigation, if any, and a statement of the expenses of said investigation. Presented May 8, 1914.—*Mr. Sinclair*.....*Not printed.*

44 (7*n*). Return to an Order of the House of the 9th March, 1914, for a copy of all letters, telegrams, petitions, notes of evidence, charges, if any, and other papers and documents relating to the dismissal of Christian L. Ehler, postmaster at Queensport, N.S., and of all correspondence, petitions and other papers and documents relating to the appointment of his successor, with a detailed statement of the expenses of the said investigation, if any. Presented May 11, 1914.—*Mr. Sinclair*.....*Not printed.*

44 (7*o*). Return to an Order of the House of the 12th March, 1914, for a return showing:—

1. Whether Christian L. Ehler, postmaster at Queensport, N.S., has been dismissed; and if so, when?
2. Whether the charges against this postmaster were in writing, and by whom the said charges were signed?
3. What the charges were?
4. Who conducted the investigation, if any?
5. Whether the investigation took place after the dismissal or before?
6. Whether the commissioner recommended the dismissal of this postmaster?
7. The names of the witnesses examined?
8. The expense of the investigation in detail?
9. If the Postmaster General is of the opinion that the evidence taken at the investigation justified this dismissal? Presented May 11, 1914.—*Mr. Sinclair.*

Not printed.

44 (7*p*). Return to an Order of the House of the 19th February, 1913, for a copy of all letters, petitions, telegrams, complaints, findings, reports and other papers in the possession of the Post Office Department, or any Department of the Government, relating to the dismissal or discharge of James White, postmaster at Sidney, British Columbia, and if there was an investigation, the names of the witnesses examined and a detailed statement of the expenses of such investigation; also of all letters, telegrams, recommendations and other papers connected with the appointment of his successor. Presented May 11, 1914.—*Mr. Sinclair*.....*Not printed.*

44 (7*q*). Return to an Order of the House of the 9th March, 1914, for a copy of the petition, recommendations and other correspondence relating to the change in the location of the post office at Mount St. Patrick in South Renfrew, and the dismissal of the postmaster. Presented May 11, 1914.—*Mr. Graham*.....*Not printed.*

44 (7*r*). Return to an Order of the House of the 16th February, 1914, for a copy of all documents bearing on the dismissal of the officer in charge of the Port Daniel West, Quebec, lobster hatchery, Edward Dea, and on the appointment of his successor. Presented May 15, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

44 (7*s*). Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence in connection with the dismissal of A. C. Cameron of Fairlight, Saskatchewan, from his position as mail contractor. Presented May 16, 1914.—*Mr. Turriff.*

Not printed.

44 (7*t*). Return to an Order of the House of the 16th March, 1914, for a copy of all charges, correspondence, letters, petitions, telegrams and other documents relating to the dismissal of Mr. Geo. F. Payne, postmaster at Granby, Shefford County, Quebec, and of the appointment of his successor, Mr. J. L. Dozois, N.P., and also of the transfer of the said office from the one to the other, together with a copy of the evidence taken at all investigations held in connection with the said dismissal, appointment and transfer, and of the reports of said investigations. Presented May 16, 1914.—*Mr. Boivin.*

Not printed.

44 (7*u*). Return to an Order of the House of the 30th March, 1914, for a return showing the names of the postmasters who have been dismissed from the office since 1900, in the County of Portneuf, the number of investigations and the names of those whose cases were investigated. Presented May 16, 1914.—*Mr. Delisle*.....*Not printed.*

44 (7*v*). Return to an Order of the House of the 23rd March, 1914, for a copy of all letters, telegrams, correspondence, complaints and protests on file, reefrring to the dismissal of the late postmaster at Havre Boucher, N.S., and to the appointment of a successor. Presented May 16, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

44 (7*w*). Return to an Order of the House of the 6th April, 1914, for a copy of all documents, investigations, reports and letters, concerning the dismissal of William Campbell, light keeper on the wharf at New Richmond, Quebec, and the appointment of James Robertson as his successor; together with a copy of recommendations and the letters respecting the appointment, if any. Presented May 29, 1914.—*Mr. Marcil (Bonaventure).*

Not printed.

CONTENTS OF VOLUME 28—*Continued.*

44 (7*x*). Supplementary Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the first day of February, 1913, to date, in the County of Westmorland, New Brunswick, in connection with any of the Departments of the Public Service, except the Post Office Department, together with the names of the dismissed officials or employees, the reasons for their respective dismissal, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal and of all minutes of evidence of investigations where any such were held and of all reports relating to such dismissals now in the possession of any of the departments of the Government, or of the Government Railway Managing Board, or of the officials of the Intercolonial and the Prince Edward Island Railways; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented June 2, 1914.—*Mr. Emmerson*.....*Not printed.*

44 (7*y*). Return to an Order of the House of the 14th April, 1913, for a return showing the detail and number of dismissals from public offices in the Department of Marine and Fisheries from December 5, 1912, to this date, in the County of Bonaventure, the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of investigations, where such were held; as well as a list of the new appointments made by the department, with names, residence, salaries and duties, and a copy of all recommendations of such appointments. Presented June 2, 1914.—*Mr. Marcil (Bonaventure)*. *Not printed.*

44 (7*z*). Return to an Order of the House of the 4th May, 1914, for a copy of all complaints and other documents bearing upon the dismissal of J. R. Denison as postmaster of Richmond, Quebec, and the appointment of his successor. Presented June 2, 1914.—*Mr. Tobin* ..... *Not printed.*

44 (8*a*). Return to an Order of the House of the 4th May, 1914, for a copy of all correspondence exchanged by and with the Department of Inland Revenue and the late J. G. Mousseau and A. M. Coldwell, New Carlisle, Quebec, and David Champoux, Campbellton, N.B., or Restigouche, Quebec, in connection with the dismissal of Arthur B. Caldwell, Assistant Inspector of Weights and Measures, District of Quebec. Presented June 8, 1914.—*Mr. Marcil*.....*Not printed.*

44 (8*b*). Supplementary Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Annapolis, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government; also the names of all parties appointed to fill vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented June 8, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

44 (8*c*). Partial Return to an Order of the House of the 18th February, 1914, for a copy of all charges, complaints, memorials, correspondence and telegrams, not already produced, relating to officials in any department of the Government since October 10, 1911, the number of officials dismissed, reports of investigations held in respect of such charges, items of expenditure and cost of each investigation, the names of persons appointed to office in the place of dismissed officials, and of all recommendations received in behalf of persons so appointed in the Province of Prince Edward Island. Presented June 12, 1914.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

44 (8*d*). Return to an Order of the House of the 1st June, 1914, for a copy of all charges and complaints, letters, telegrams and correspondence respecting the dismissal of Captain Jeremiah Decoste, mate and craneman, employed on dredge *No. 6* under Captain Dan Gillis during the season of 1912, and of all representations made and correspondence had with the Department of Public Works, or any officer thereof regarding his re-instatement. Presented June 12, 1914.—*Mr. Chisholm (Antigonish)*....*Not printed.*

45. Return to an Order of the House of the 12th May, 1913, for a copy of all communications made by the Canadian Forestry Association to the Government between March 31, 1912, and March 31, 1913, with the replies made thereto. Presented January 19, 1914.—*Mr. Oliver* ..... *Not printed.*

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46. Return to an Order of the House of the 16th January, 1913, for a return showing the number of bushels of grain and sacks or barrels of flour which were shipped from Fort William and Port Arthur by vessel during 1912, and the different kinds of grain respectively; to what points were the same shipped in Canada and the United States giving quantities and kinds respectively, and at what points in Canada was grain or flour received by vessel from the United States, giving the quantities and kinds respectively. Presented January 19, 1914.—*Mr. Bennett (Simcoe)*.....*Not printed.*

47. Return to an Order of the House of the 7th May, 1913, for a copy of the report concerning Indian Titles which was presented to the Superintendent General of Indian Affairs under date of August 20, 1909. Presented January 19, 1914.—*Mr. Thompson (Yukon).* *Not printed.*

48. Copy of Order in Council No. P. C. 3002, dated 29th November, 1913, in respect to Pensions or Gratuities to officers of the Royal Canadian Navy, in accordance with section 47 of the Naval Service Act, 1910. Presented by Hon. Mr. Hazen, January 19, 1913. *Not printed.*

49. Return to an Order of the House of the 26th May, 1913, for a copy of all telegrams, letters, &c., from the Department of Customs sent to or received from John C. Bourinot, Port Hawkesbury, customs officer, during the years 1895-6-7. Presented January 19, 1914. —*Mr. Chisholm (Inverness)*.....*Not printed.*

49*a*. Return to an Order of the House of the 26th May, 1913, for a return showing a complete list of the seizures made by John C. Bourinot, during his incumbency as acting preventive officer from 1884 to 1886; also during his term of office as Collector of Customs for the Port of Hawkesbury from 1886 to 1898, also during his term of office of special officer of customs from 1898 to 1912; with the date of each seizure, number of each seizure, name of party from whom seizure was made, in case of vessels, the names of the vessels; also the names of the owners of such vessels, the amount of each seizure, name of port where seizure was made, and the amount of the seizures made by him from 1884 to May 1, 1912, for the whole Province of Nova Scotia. Presented January 19, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

50. Statement of Governor General's Warrants issued since the last session of parliament on account of 1913-14. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

51. Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

52. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending December 31, 1913, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy is filled by promotion or by appointment, and salary of any new appointee. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

53. Statement of Receipts and Expenditures of the Ottawa Improvement Commission to March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

54. Statement of expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1913, to the 14th January, 1914, in accordance with the Appropriation Act of 1912. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

55. Statement of the affairs of the Royal Society of Canada, for the year ended April 30, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

56. Statement of Temporary Loans since March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

57. Statement of Treasury Bills discounted since March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

58. Certified List of Shareholders of the Montreal City and District Savings Bank, and La Caisse D'Economie de Notre Dame de Quebec, as on the 31st December, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

59. Copies of General Orders promulgated to the militia for the period between November 18, 1912, and November 25, 1913. Presented by Hon. Mr. Hughes, January 19, 1914. *Not printed.*

60. Return to an Order of the House of the 30th April, 1913, for a copy of the report made by the Inquiring Commissioner, Mr. J. H. Bergeron, in the inquiry lately held by him, at Quebec, *re* Doctor J. D. Page, of Quebec ,and of the reports made by the advocate of the complainant and defendant in the same cause at the request of the Inquiring Commissioner. Presented January 20, 1914.—*Mr. Boulay*.....*Not printed.*

61. Return to an Order of the House of the 26th March, 1913, for a copy of all petitions, reports, recommendations, correspondence, letters, telegrams and other communications concerning the east half of section 36, in township 6, range 8, west of the fourth meridian. Presented January 20, 1914.—*Mr. Buchanan*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

61a. Return to an Order of the House of the 24th February, 1913, for a copy of all memoranda, letters, papers, or other documents in the possession of the Department of the Interior relating to the N.W. ¼ of 8-49-23-4, and the S.W. ¼ of 7-49-28-4. Presented January 20, 1914.—*Mr. Oliver*.....*Not printed.*

62. Return to an Order of the House of the 22nd January, 1913, for a copy of all correspondence, &c., exchanged between the Minister of Labour and the Canadian Pacific Railway strikers on their application for a Board of Conciliation and Investigation. Presented January 20, 1914.—*Mr. Lemieux*.....*Not printed.*

63. By-laws of the Moravian Indians of the Thames and Regulations of the Abenakis Indians of St. Francis, approved by His Excellency the Administrator in Council on the 27th March, 1913, and the 21st April, 1913, respectively. Presented by Hon. Mr. Coderre, January 20, 1914.....*Not printed.*

64. General Rules and Orders of the Exchequer Court of Canada made, respectively, on the 24th September, 1913, and the 13th December, 1913. Presented by Hon. Mr. Coderre, January 20, 1914.....*Not printed.*

65. Regulations under "The Destructive Insect and Pest Act."—(*Senate*).....*Not printed.*

66. Remission of Duties and refund under Section 92, Audit Act.—(*Senate*).....*Not printed.*

67. Return to an Order of the House of the 19th May, 1913, for a return showing a comparative and detailed statement of costs of production, maintenance, operation, and management, and receipts of the Dog Fish Reduction Works at Clark's Harbour, N.S., for the years 1910, 1911 and 1912. Presented January 21, 1914.—*Mr. Maclean (Halifax)*. *Not printed.*

68. Return to an Order of the House of the 21st May, 1913, for a copy of all papers, letters, documents, contracts, settlements, records of settlements, and all other papers and documents in any way relating to the claim of the Rainy River Navigation Company against the Government, arising out of a subsidy agreement for the operation of certain boats between Fort Frances and Kenora for the season of 1911, or in connection with the settlement of the said claim, or of the said subsidy. Presented January 21, 1914.—*Mr. Maclean (York)*.....*Not printed.*

69. Return to an Order of the House of the 31st March, 1913, for a copy of all correspondence, letters, telegrams, reports, recommendations, certificates, and of all other documents relating to the appointment of Mr. J. S. Jackson as superintendent of the Government shipyards at St. Joseph de Sorel. Presented January 22, 1914.—*Mr. Cardin*. *Not printed.*

70. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, reports, bonds of indemnity, and all other papers and documents in the possession of the Post Office Department, or any department of the Government, relating to the letting of a contract for carrying the mails between Sherbrooke, County of Guysborough, N.S., and Moser's River, County of Halifax, N.S., during the years 1911 and 1912. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*

70a. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, and other documents relating to the mail contract between Scotsburn Station and West Branch, River John, County of Pictou, in the year 1912. Presented January 22, 1914. —*Mr. Macdonald*.....*Not printed.*

70b. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence, reports and other documents relative to the mail contract between Scotsburn and West Branch, River John, Pictou County, since October 1, 1911. Presented January 22, 1914. —*Mr. Macdonald*.....*Not printed.*

70c. Return to an Order of the House of the 10th December, 1912, for a return showing (*a*) each mail contract awarded since the 15th of October, 1911; (*b*) the name of the tenderer in each case; (*c*) the figures of each tender; and (*d*) the name of each party to whom such contract has been awarded. Presented January 22, 1914.—*Mr. Lemieux*.....*Not printed.*

70d. Return to an Order of the House of the 15th January, 1913, for a return showing a list of the mail carriers whose contracts have been cancelled or renewed by the present Government in the County of Two Mountains, the names of such persons, the reasons for cancelling or renewing the said contracts, the former price and the present price of the said contracts; also a copy of all correspondence relating to the said mail carriers. Presented January 22, 1914.—*Mr. Ethier*.....*Not printed.*

70e. Return to an Order of the House of the 9th December, 1912, for a return showing all the mail contracts made between the Post Office Department of Canada and any party or parties, and cancelled before the maturity thereof from October 15, 1911, to the 15th of November, 1912, designating such cancelled mail contracts by giving the name of the contractor, the amount of the contract, the period of the unexpired service, the name of the district or districts, and the county and province wherein the service was performed, together with the reasons for such cancellation. Presented February 12, 1914. —*Mr. Maclean (Halifax)*.....*Not printed.*

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70*f*. Return to an Order of the House of the 29th January, 1913, for a copy of all papers, and documents of every nature and kind relating to a certain mail contract between Back Shore and Pictou, County of Pictou, since the death of the late contractor D. G. McKay, in 1912. Presented February 20, 1914.—*Mr. Macdonald*.....*Not printed.*

70*g*. Return to an Order of the House of the 14th April, 1913, for a copy of the contract between the Post Office Department and Napoleon Le Blanc, for the carrying of the mails between Carleton Centre and Carleton, Quebec, Railway Station, and of all correspondence, petitions, and other letters bearing on the cancelling of that contract and the awarding of a new one, with a copy of said new contract. Presented February 23, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

70*h*. Return to an Order of the House of the 2nd April, 1913, for a copy of all papers relating to the mail contract from Noël to Walton, County of Hants, during the present year. Presented February 26, 1914.—*Mr. Macdonald*.....*Not printed.*

70*i*. Return to an Order of the House of the 12th May, 1913, for a copy of all tenders for, and correspondence relating to, the awarding of the contract for the carrying of His Majesty's mail between Warkworth and Colborne, County of Northumberland. Presented February 26, 1914.—*Mr. Graham*.....*Not printed.*

70*j*. Return to an Order of the House of the 12th May, 1913, for a copy of all correspondence, papers, &c., in connection with the carrying of the mail between St. François Xavier de Brompton and Windsor Mills, Quebec. Presented February 26, 1914.—*Mr. Tobin.* *Not printed.*

70*k*. Return to an Order of the House of the 17th February, 1913, for a return showing the number of mail contracts cancelled in the Province of Nova Scotia since October 10, 1911, the names of the contractors, the prices paid to them, the reason for the cancellation in each case, and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors and the prices paid to them in each case. Presented March 2, 1914.—*Mr. Sinclair*.....*Not printed.*

70*l*. Return to an Order of the House of the 4th December, 1912, for a return showing the number of mail contracts cancelled in the County of Pictou since the 1st of October, 1911; the names of the contractors, the prices paid to them, the reason for the cancellation in each case; and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors and the prices paid to them in each case. Presented March 2, 1914.—*Mr. Macdonald*.....*Not printed.*

70*m*. Return to an Order of the House of the 31st March, 1913, for a copy of all tenders received and of all letters, telegrams, papers and other documents relating to the mail contract between Tatamagouche and Brulé Shore, Colchester County, during the present year. Presented March 2, 1914.—*Mr. Macdonald*.....*Not printed.*

70*n*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, telegrams and correspondence referring to the tenders received and the contracts awarded, if any, for the carrying of the mails between Antigonish and Livingstone Cove. Presented March 5, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

70*o*. Return to an Order of the House of the 19th May, 1913, for a copy of all telegrams and correspondence on file relating to the mail service between Antigonish and Livingstone Cove, and of the tenders received, and the contract entered into for this service. Presented March 12, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

70*p*. Return to an Address to His Excellency the Administrator of the 28th April, 1913, for a copy of all documents, tenders, contracts, correspondence, orders in council, &c., in reference to the mail service between Bridgetown, Port Lorne and Hampton, Parker's Cove, Annapolis County, N.S., for which service tenders were recently solicited. Presented March 12, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

70*q*. Return to an Order of the House of the 9th February, 1914, for a copy of the advertisement for tenders, and of the tenders received, and of the contract awarded last year, for the carrying of the mails between Antigonish and Livingstone Cove, and of all letters, telegrams, correspondence and documents in any way relating thereto. Presented March 12, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

70*r*. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of all persons tendering, the amount of tender, and to whom awarded in 1913, for the carriage of mails covering the following mail routes in Shelburne County, Nova Scotia; Shelburne to Jordan Bay and Jordan Ferry and return; Clyde River to Upper Clyde and return; Lower Woods Harbour to Charlesville and return; Port Le Herbert to Sable River. Presented March 20, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

70*s*. Return to an Order of the House of the 9th February, 1914, for a copy of all tenders, contracts, documents, papers and correspondence in connection with tenders and contracts for the carriage of mails between Bridgetown and Port Lorne, Hampton and Parker's Cove, in 1912. Presented March 20, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

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70*t*. Return to an Order of the House of the 9th February, 1914, for a copy of the contract entered into last year for the carrying of the mails between North Lochaber and Collegeville, and of all letters, telegrams, and correspondence referring to said service and the awarding of said contract. Presented March 23, 1914.—*Mr. Chisholm (Antigonish).* *Not printed.*

70*u*. Return to an Order of the House of the 9th February, 1914, for a copy of the advertisement for tenders, and of the tenders received last year for the carrying of the mails between Merigomish and Malignant Cove, and of all letters, telegrams and correspondence and documents in any way relating thereto. Presented March 25, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

70*v*. Return to an Order of the House of the 19th March, 1914, for a return showing how many mail contracts have been cancelled in the County of Inverness from September, 1911, up to date.

2. The route of each contract, the name of the contractor, and the amount of each contract.

3. The reasons for cancelling the several contracts. Presented April 22, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

70*w*. Return to an Order of the House of the 30th March, 1914, for a copy of all letters, telegrams, correspondence, guarantee bonds, and other documents and security relating to the renewal of the contract with George A. Stewart for carrying mail between North Lochaber and West Lochaber, in or about the month of May, 1913, of the subsequent cancellation of said renewal contract, and of the contract made with Hugh D. Cameron for said service. Presented April 29, 1914.—*Mr. Chisholm (Antigonish)*..*Not printed.*

70*x*. Return to an Order of the House of the 4th March, 1914, for a copy of all correspondence, telegrams and papers generally concerning the increased railway mail subsidy recently agreed upon by the Postmaster General and the various railway companies. Presented April 30, 1914.—*Mr. Lemieux*.....*Not printed.*

70*y*. Return to an Order of the House of the 4th May, 1914, for a return showing the names of the 82 tenderers for the carrying of the mails between Baie St. Paul and Murray Bay, County of Charlevoix, and the amount of the tender in each case. Presented May 8, 1914.—*Mr. Lemieux*.....*Not printed.*

70*z*. Retun to an Order of the House of the 20th April, 1914, for a copy of all letters, papers, contracts, memoranda and other documents relative to the mail contract between Pictou post office and railway station, between the Post Office Department and Peter Foley. Presented May 8, 1914.—*Mr. Macdonald*.....*Not printed.*

70 (2*a*). Return to an Order of the House of the 23rd March, 1914, for a copy of all documents, letters, recommendations, &c., in connection with a contract awarded to Christophe Lavesque, of St. Eleuthère, for the conveyance of the mail between St. Eleuthère and Sully. Presented May 11, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

70 (2*b*). Return to an Order of the House of the 11th May, 1914, for a return showing:—

1. Whether Mr. David Armstrong, mail carrier of the City of Sherbrooke, has been dismissed. If so, for what cause?

2. Whether an investigation was held at which he was given an opportunity of meeting his accusers and being heard in his own defence?

3. How many years Mr. Armstrong has been in the service?

4. What remuneration he was receiving for his services?

5. Whether a successor has been appointed? If so, what his name is, who recommended him and what remuneration he received. Presented May 28, 1914.—*Mr. McCrea*.....*Not printed.*

70 (2*c*). Return to an Order of the House of the 18th May, 1914, for a copy of all correspondence, papers, tenders and other documents in any way referring to the transfer from J. A. Campbell to Alexander Macdonnell of the contract for carrying the mail from Port Hood to South West Port Hood. Presented June 2, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

70 (2*d*). Return to an Order of the House of the 17th February, 1913, for a return in duplicate showing the number of mail contracts cancelled in the Counties of Westmorland, Albert, Kings and Kent, Province of New Brunswick, since October 9, 1911, the names of the contractors, the prices paid to them, the reason for the cancellation in each case, and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors, and the prices paid to them in each case; and in cases where tenders were asked and received preliminary to such new contracts, a statement in duplicate showing names of the tenderers, with the offers made by each, the name of the successful tenderer, and the amount or price for which contract was executed in each case; together with a copy in duplicate of all letters, correspondence and other communications relating to each such cancellation and the giving of any new contract. Presented June 2, 1914.—*Mr. Emmerson*.....*Not printed.*

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71. Return to an Order of the House of the 2nd June, 1913, for a copy of all correspondence and telegrams relating to complaints, political or otherwise, made against Mrs. Marcelline Roy, postmistress at Elm Tree, Gloucester County, N.B., which led the department to issue an order for an investigation, and the said postmistress to tender her resignation, and to the appointment of her successor. Presented January 22, 1914.—*Mr. Turgeon* .....*Not printed.*

72. Return to an Order of the House, of the 26th March, 1913, for a copy of all petitions recommendations, correspondence, letters, telegrams and other communications concerning the change in location of the post office known as Masinasin, Province of Alberta. Presented January 22, 1914.—*Mr. Buchanan*.....*Not printed.*

73. Return to an Order of the House of the 31st March, 1913, for a copy of all letters, telegrams and petitions concerning the closing of the Moulin Basinet post office, Parish of St. Jean de Matha, County of Joliette. Presented January 22, 1914.—*Mr. Lemieux.* *Not printed.*

74. Return to an Order of the House of the 7th April, 1913, for the production of one sample of a patented lock and key sold by the Ontario Equipment Company of Ottawa to the Post Office Department. Presented January 22, 1914.—*Mr. Verville*.....*Not printed.*

74*a*. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence between the Post Office Department and Alleyn Taschereau, advocate of Quebec, concerning the purchase of new locks for the mail bags. Presented January 22, 1914.—*Mr. Carvell* .....*Not printed.*

74*b*. Return to an Order of the House of the 4th March, 1914, for a copy of the application, correspondence and papers generally concerning mail lock patent No. 151043. Presented May 11, 1914.—*Mr. Lemieux*.....*Not printed.*

75. Return to an Order of the House of the 10th February, 1913, for a copy of all letters, telegrams and other correspondence exchanged between the Post Office Department and Messrs. A. de Macdonald, Elzear Monpetit and all others, relating to the change of the postmasters at Ile Perrot North and Ile Perrot South, Vaudreuil Station, Roquebrune, St. Lazare Village, Mount Oscar and Pte. Fortune, and of the report of the inquiring commissioner in each of the cases in which an inquiry was held; of the correspondence exchanged between the parties above named relative to the new post office building at Rigaud and of correspondence exchanged between the parties above mentioned, relating to the post offices lately named Choisy and Demartigny. Presented January 22, 1914.—*Mr. Boyer* .....*Not printed.*

75*a*. Return to an Order of the House of the 9th April, 1913, for a copy of all documents bearing on changes asked for in the postmastership of Port Daniel Centre, Avignon, New Richmond and Black Cape, Bonaventure County; and of all documents bearing on the closing of Black Cape East post office, Bonaventure County. Presented January 22, 1914.—*Mr. Marcil* .....*Not printed.*

75*b*. Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, telegrams, papers, and other documents connected with the removal of the post office from the store of Alexander Robertson at Red Point, P.E.I., to the store of J. E. Robertson of the same place. Presented February 20, 1914.—*Mr. Hughes (P.E.I.)*..*Not printed.*

75*c*. Return to an Order of the House of the 16th February, 1914, for a copy of any complaints made against John A. Campbell, postmaster of New Richmond, Quebec, and of all correspondence bearing on any change called for in that office. Presented March 17, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

76. Return to an Order of the House of the 7th May, 1913, for a copy of all correspondence and telegrams exchanged between the Post Office Department, the Government or any member thereof, the post office inspector at St. John, N.B., or any official of the Post Office Department at St. John, N.B., on the one hand, and the postmaster at Kouchibouguac, Kent County, N.B., Mr. Cliff Atkinson, or any other person, corporation or firms, relating to the sale or non-purchase of postage stamps, or the mailing of letters, delivery of mail, &c., at the said post office; together with a copy of all correspondence, reports and other papers and documents in any wise relating thereto, on file in the Post Office Department at Ottawa, or in the office of the post office inspector at St. John, N.B.; also a copy of all regulations or orders of the Post Office Department relating to the sale of postage stamps, or the mailing of letters, or the delivery of mails, or generally as to the use of post office by residents and non-residents. Presented January 22, 1914.—*Mr. Emmerson* .....*Not printed.*

77. Return to an Order of the House of the 2nd June, 1913, for a return showing the names, dates of appointment and salary respectively, of the employees of the Moosejaw post office. Presented January 22, 1914.—*Mr. Knowles*.....*Not printed.*

77*a*. Return to an Order of the House of the 24th February, 1913, for a copy of all letters, telegrams, recommendations, petitions and documents, relating to the appointment of Mr. Pierre Cournoyer as postmaster at St. Pierre de Sorel, County of Richelieu. Presented January 22, 1914.—*Mr. Cardin*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

77*b*. Return to an Order of the House of the 14th April, 1913, for a return showing what public officers have been appointed in the City of Qubeec, in the Departments of Inland Revenue, Post Office, Railways and the Transcontinental, Customs, Immigration, Marine and Fisheries, Public Works and Militia, since the 1st October, 1911, up to this date; together with the names and duties of these persons, the dates of their appointment, the salary paid in each case and the increases granted since; also the date of these increases, and which ones of these officers have passed the Civil Service examinations required for the positions which they occupy, and on what dates they passed such examinations; and also a copy of all correspondence, requests, recommendations and reports relating to the appointment of these officers. Presented January 22, 1914.—*Mr. Lachance.*
Not printed.

77*c*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways and Canals, or of the Intercolonial Railway, or of the Government Railways Managing Board, relating or in any manner appertaining to the appointment and employment of train or ticket agents on the Intercolonial Railway and Prince Edward Island Railway, together with a copy of all statements showing the amounts received by said agent, in cash and tickets, on the trains of the respective divisions of said railways; and also showing the amounts received during corresponding periods for the past two years, in cash and tickets, on the same trains on the said respective divisions by the conductors of said trains, when no train or ticket agents were employed thereon, either before or since the employment of such agents on the respective trains and also a copy of all statements showing the results of the experiment in employing such ticket agents. Presented January 22, 1914.—*Mr. Emmerson* ..... *Not printed.*

77*d*. Partial Return to an Order of the House of the 9th December, 1912, for a return showing when Mr. J. G. H. Bergeron was appointed commissioner to hold investigations, the number of investigations held since his appointment, salary received in each case and the amount paid for travelling expenses in each case. Presented January 22, 1914.—*Mr. Lemieux* ..... *Not printed.*

77*e*. Return to an Address to His Royal Highness the Governor General of the 29th January, 1913, for a copy of all orders in council, memoranda or instructions issued to or written to H. P. Duchemin in connection with his appointment as a commissioner to conduct investigations regarding political partisanship in the Province of Nova Scotia; also a copy of all letters received by any department of the Government from the said H. P. Duchemin relating to such investigations since the date of his appointment as such commissioner, and all instructions of whatever nature at any time issued to him relating to such investigations. Presented January 22, 1914.—*Mr. Lemieux*.... *Not printed.*

77*f*. Appointment of F. Roy, as postmaster of St. Phillipe de Nery, &c., Province of Quebec. Presented January 22, 1914.—*Mr. Lapointe (Kamouraska)* ..... *Not printed.*

77*g*. Supplementary Return to an Order of the House of the 9th December, 1912, for a return showing when Mr. J. G. H. Bergeron was appointed commissioner to hold investigations, the number of investigations held since his appointment, salary received in each case and the amount paid for travelling expenses in each case. Presented February 23, 1914.—*Mr. Lemieux* ..... *Not printed.*

77*h*. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, telegrams, and other documents, relating to the removal of T. J. Oliver, as Dominion Lands Agent at Humboldt, Saskatchewan, his appointment to his present position, and the appointment of his successor at Humboldt. Presented March 6, 1914.—*Mr. Neely* ..... *Not printed.*

77*i*. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, telegrams, letters of instructions, or other documents relating to the removal of W. S. McKechnie, as Dominion Lands Agent at Prince Albert, Saskatchewan, and the appointment of his successor. Presented March 6, 1914.—*Mr. Neely*..... *Not printed.*

77*j*. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, telegrams and papers generally in connection with the appointment of Joseph Lemieux as postmaster at Mont Louis, County of Gaspé. Presented March 6, 1914.—*Mr. Lemieux* ..... *Not printed.*

77*k*. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, petitions, affidavits, complaints, certificates, recommendations, reports and other documents relating to the engagement and appointment for the year 1913, of the captains and first and second engineers for dredging machines Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11 of the Department of Marine and Fisheries, under the control of the agency at Sorel, and employed in the deepening of the St. Lawrence below Montreal. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, petitions, affidavits, complaints, certificates, recommendations, reports and other documents, relating to the engagement and appointment of the captains and engineers for the year 1913, for the tugs *Carmelia, Chambly, Contrecoeur ,De Lévis, Emilia, Iberville, James Howden, Jesse Hume, Lac St. Pierre, Lanoraie, Lotbiniere, Portneuf, Varennes and Vercheres,* of the Department of Marine and Fisheries under the control of the agency at Sorel. Presented March 23, 1914.—*Mr. Cardin*..... *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

77*l*. Return to an Order of the House of the 23rd March, 1914, for a return showing:—

1. How many additional employees have been added to the Customs Department in the City of Halifax, since October 10, 1911.

2. Their names and salaries at the time of their appointment, their respective salaries at present, and also their respective ages at the time of appointment.

3. Whether all of them passed the necessary Civil Service examinations for the Customs service.

4. How many temporary clerks there are upon the said Customs staff, who they are, and the dates of their appointment. Presented April 2, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

77*m*. Return to an Order of the House of the 28th April, 1913, for a copy of all letters and telegrams exchanged between the Government and Messrs. Arch. Macdonald, Elz. Monpetit and others, on the subject of the appointment of caretakers of the post office at Rigaud, Messrs. Jean Baptiste Charlebois and Napoleon Vallée. Presented April 2, 1914. —*Mr. Boyer* .....*Not printed.*

77*n*. Return to an Order of the House of the 23rd February, 1914, for a copy of all correspondence, recommendations, &c., relating to the appointment of Allan Morrison, St. Peter's, N.S., as inspector of dwellings erected on Gregory Island, Richmond County, N.S., in 1912-1913, and of all accounts, charges, vouchers, &c., rendered to the Department of Marine and Fisheries by the said Allan Morrison as such inspector. Presented April 7, 1914.—*Mr. Kyte* .....*Not printed.*

77*o*. Return to an Order of the House of the 9th February, 1914, for a return showing the names, date of appointment, length of service, remuneration and office held by each of all the employees of the Department of the Interior in the outside service since January 1, 1912, to December 31, 1913, not given in the Civil Service list of 1912 or 1913. Presented April 21, 1914.—*Mr. Neely*.....*Not printed.*

77*p*. Return to an Order of the House of the 16th April, 1914, for a return showing:—

1. How many appointments have been made in the Customs Department at Montreal since the 1st of October, 1911.

2. The names of the persons so appointed, and the dates of their respective appointments.

3. After what recommendations have they been appointed.

4. The salary of each of these new employees.

5. What increases of salaries have been granted in the same department since the same date, and to whom, and why. Presented April 29, 1914.—*Mr. Proulx.*
Not printed.

77*q*. Return to an Order of the House of the 2nd February, 1914, for a return showing the number of engineers, assistant engineers, draftsmen, clerks, divers, and students in engineering or surveying, or other parties employed by the Department of Public Works in the constituency of Bonaventure, from October 11, 1911, to date, with their names, residences, salaries, nature of their work, time employed, and on whose recommendation, together with a copy of all correspondence, and reports bearing on such employment, and of reports made to the said Department of Public Works in that constituency from January, 1913, to date. Presented April 30, 1914.—*Mr. Marcil (Bonaventure).*
Not printed.

77*r*. Return to an Order of the House of the 12th March, 1914, for a return showing:—

1. Whether Louis Philippe Thibault, Alphonse Poirier, J. A. Morin, C. F. Rioux, Thomas Thibault and Adjutor Demers, of Lévis, have been appointed to positions under the control of the Postmaster General of Canada.

2. If so, to what positions they have been appointed, what their duties are, when they were appointed and their salaries, respectively.

3. The names of the officers who have been dismissed and replaced by the above.

4. The total amount of the annual salaries of said dismissed officers. Presented May 4, 1914.—*Mr. Bourassa*.....*Not printed.*

77*s*. Return to an Order of the House of the 16th March, 1914, for a copy of all recommendations, protests, petitions, and representations received by the Government or any Department or Minister thereof, regarling the appointment of the present collector of customs at Antigonish, and of all the letters, telegrams and correspondence relating thereto. Presented May 15, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

77*t*. Return to an Order of the House of the 16th March, 1914, for a copy of all recommendations, protests, petitions, and representations received by the Governmest or any Department or Minister thereof, regarding the appointment of the present collector of customs at Antigonish, and of all the letters, telegrams and correspondence relating thereto. Presented May 16, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

77*u*. Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the employment of Arthur Dubisson as immigration agent at Gravelburg, Sask., and all papers in connection with the said Dubisson, showing the moneys paid to him and the work performed by him. Presented May 30, 1914.—*Mr. Knowles.*
Not printed.

CONTENTS OF VOLUME 28—*Continued.*

78. Return to an Order of the House of the 7th April, 1913, for a copy of all documents, recommendations and correspondence relating to the resignation of C. A. R. Desjardins, as postmaster at St. Andre de Kamouraska, and the appointment of his successor. Presented January 22, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

78*a*. Return to an Order of the House of the 28th April, 1913, for a copy of all complaints or charges against Fred. R. Irish, postmaster at Afton, Antigonish County, N.S., and of all correspondence on file in reference thereto. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

79. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application made by the Long Sault Development Company, with a view to dam the St. Lawrence river above the Long Sault rapids from the American to the Canadian side. Presented January 22, 1914.—*Mr. Lemieux.*
Not printed.

79*a*. Supplementary Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application made by the Long Sault Development Company, with a view to dam the St. Lawrence river above the Long Sault rapids from the American to the Canadian side. Presented February 12, 1914.—*Mr. Lemieux*.....*Not printed.*

80. Return to an Order of the House of the 21st April, 1913, for a return showing all leases of water powers granted on the Winnipeg river, the dates of such leases, to whom granted, and the location of the water powers covered by each; together with a copy of all correspondence passing between the Government, or any member thereof and any person or persons, with respect to such leases. Presented January 22, 1914.—*Mr. Martin (Regina)*.....*Not printed.*

80*a*. Return to an Order of the House of the 2nd April, 1913, for a return showing whether the Government cancelled any water lot leases on the Lachine Canal and, if so, the dates of such cancellation; the names of the lessees; length of time the cancelled leases were in force, and the rental paid in each case; the names of the lessees whose water lot leases on the said canal have not been cancelled, and the rental paid by each; the basis on which rental has been calculated and the method to be followed in future; the reasons why some leases were cancelled and others allowed to remain in force; and if tenders are to be invited through the press for such water lot leases in future. Presented January 22, 1914.—*Mr. Buchanan*.....*Not printed.*

80*b*. Return to an Order of the House of the 23rd April, 1913, for a return showing all leases or permits granted to clubs or individuals to erect or maintain boat houses on the Rideau canal between Laurier avenue bridge and Hartwells Locks, the date of such leases or permits, to whom granted, and the rental in each case; together with a copy of all correspondence between the Government, or any member thereof, and any person or persons with respect to such leases or permits and the cancellation thereof. Presented January 22, 1914.—*Mr. Murphy*.....*Not printed.*

80*c*. Supplementary Return to an Order of the House of the 2nd April, 1913, for a return showing whether the Government cancelled any water lot leases on the Lachine canal and, if so, the date of such cancellation; the names of the lessees; length of time the cancelled leases were in force, and the rental paid in each case; the names of the lessees whose water lot leases on the said canal have not been cancelled, and the rental paid by each; the basis on which rental has been calculated and the method to be followed in future; the reasons why some leases were cancelled and others allowed to remain in force; and if tenders are to be invited through the press for such water lot leases in future. Presented March 13, 1914.—*Mr. Buchanan*.....*Not printed.*

80*d*. Return to an Order of the House of the 23rd March, 1914, for a copy of the agreement for a lease of water power on the Saskatchewan river at Rocky Rapids, Alberta, made with the Edmonton Power Company, with information in detail as to the operations carried on by the company to date. Presented April 21, 1914.—*Mr. Oliver*.....*Not printed.*

81. Return to an Order of the House of the 28th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between October 10, 1911, and the present date, together with a statement of the gross amount paid therefor between the above dates to each of said newspapers or to the proprietors of the same. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*

81*a*. Partial Return to an Order of the House of the 30th April, 1913, for a return showing a list of all newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between the 10th day of October, 1906, and 10th October, 1907, and between said dates in each of the years following up to the 10th of October, 1911, together with a statement of the gross amount paid therefor for the years mentioned, to each of the said newspapers or the proprietors of the same. Presented January 22, 1914.—*Mr. Thornton*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

81*b*. Supplementary Return to an Order of the House of the 30th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between the 10th day of October, 1906, and 10th October, 1907, and between said dates in each of the years following up to the 10th of October, 1911, together with a statement of the gross amount paid therefor for the years mentioned, to each of the said newspapers or the proprietors of the same. Presented April 1, 1914.—*Mr. Thornton*.....*Not printed.*

81*c*. Further Supplementary Return to an Order of the House of the 28th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between Octoper 10, 1911, and the present date, together with a statement of the gross amount paid therefor between the above dates to each of said newspapers or to the proprietors of the same. Presented April 2, 1914.—*Mr. Sinclair*.....*Not printed.*

81*d*. Supplementary Return to an Order of the House of the 30th April, 1913, for a Return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between the 10th day of October, 1906, and 10th October, 1907, and between said dates in each of the years following up to the 10th of October, 1911; together with a statement of the gross amount paid therefor for the years mentioned, to each of the said newspapers or the proprietors of the same. Presented April 2, 1914.—*Mr. Thornton*....*Not printed.*

81*e*. Return to an Order of the House of the 15th April, 1914, for a return showing how much money has been paid by the Government, or any department thereof, since October 10, 1911, to the Herald Publishing Company of Halifax, N.S., for advertising, printing and lithographing. Presented April 27, 1914.—*Mr. Sinclair*.....*Not printed.*

81*f*. Return to an Order of the House of the 4th February, 1914, for a return showing the names of all printing and publishing companies, and newspapers in Nova Scotia to whom any sum of money has been paid respectively, by any department of Government, during the calendar years 1912 and 1913 respectively, and the nature of the service rendered therefor. Presented April 29, 1914.—*Mr. Maclean (Halifax)*....*Not printed.*

81*g*. Supplementary Return to an Order of the House of the 28th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between October 10, 1911, and the present date, together with a statement of the gross amount paid therefor between the above dates to each of said newspapers or to the proprietors of the same. Presented May 11, 1914.—*Mr. Sinclair*.....*Not printed.*

82. Return to an Order of the House of the 3rd February, 1913, for a copy of all letters, correspondence, reports and other documents in the possession of the Department of Railways and Canals relating to an application by the Central Railway Company of Canada to the Honourable Minister of Railways and Canals for the approval of their proposed route between Hawkesbury and South Indian. Presented January 22, 1914.—*Mr. Proulx* .....*Not printed.*

83. Return to an Order of the House of the 9th December, 1912, for a copy of all documents, papers, memoranda, rulings, findings, appeals and correspondence relating to any appeal asserted from any decision, ruling or finding of the Board of Railway Commissioners of Canada to the Privy Council of Canada, and the action taken by the Privy Council thereon. Presented January 22, 1914.—*Mr. Maclean (Hallfax)*.....*Not printed.*

84. Return to an Order of the House of the 7th May, 1913, for a return showing the total cost of the Elmira Branch Railway in Prince Edward Island; the total amounts paid the contractors, Whitehead Brothers; the total amount paid by the Government after taking the work off the contractor's hands, and showing the amount paid in wages each month, the names of the men to whom it was paid, the positions they held, and the wages per day to each; also showing what materials were used, each kind and class, with the cost of each, from whom purchased, and when, and the quantities left over, if any. Presented January 22, 1914.—*Mr. Hughes (P.E.I.)*.....*Not printed.*

85. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, telegrams, correspondence and documents referring in any way to the claim of the municipalities of Pictou, Antigonish, Guysboro and St. Mary's for payment or refund to them of the monies paid by said municipalities for the right of way of that part of the Intercolonial Railway running through the Counties of Pictou, Antigonish and Guysboro. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

85*a*. Return to an Order of the House of the 12th May, 1913, for a copy of all claims made by H. F. McDougall, of Grand Narrows, N.S., against the Intercolonial Railway, and of all letters, telegrams and other documents in connection with the said claim or claims; together with the particulars of said claims; the amount or amounts paid upon said claim or claims; the particular items of the claim or claims upon which payments, if any, were made; the date of the filing of the claims and of the payment or payments made thereon; and the total amount paid on said claims or upon any other claims made by the said H. F. McDougall against the said Intercolonial Railway or the Government of Canada. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*

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85*b*. Return to an Order of the House of the 16th February, 1914, for a copy of all documents, letters, petitions, telegrams and evidence heard, reports, &c., in connection with the claims of Eugene Demers and Joseph Olivier, of the parish of St. Nicholas, County of Lévis, for damages arising out of fires caused by the Intercolonial Railway's locomotives; and, if investigations have been held, a copy of all evidence and documents relating thereto. Presented March 6, 1914.—*Mr. Bourassa*.....*Not printed.*

85*c*. Return to an Order of the House of the 27th April, 1914, for a copy of all letters, telegrams, reports, correspondence and documents relative to the claims made for damages from a fire in the village of Hopewell, County of Pictou, which was occasioned by sparks from a locomotive on the Intercolnial Railway. Presented May 13, 1914.—*Mr. Macdonald* .....*Not printed.*

86. Return to an Order of the House of the 14th May, 1913, for a copy of all reports, correspondence and other documents on file in the Department of Raiwlays and Canals, relating in any way to a suggested survey and construction of a line of railways from Country Harbour, Guysborough County, N.S., to Cape George, N.S., or any other point in Antigonish County. Presented January 22, 1914.—*Mr. Chisholm (Antigonish).*
Not printed.

86*a*. Return to an Order of the House of the 29th January, 1912, for a copy of all letters, written to the Right Honourable the Prime Minister, the Honourable the Minister of Railways and Canals, or any other member of the Government since October 10, 1911, by S. R. Griffin, Goldboro, N.S., John S. Wells, White Head, N.S., and G. A. R. Rowlings, Sydney, N.S., relating to the construction of a branch line of the Intercolonial Railway into the County of Guysboro, N.S., also of the replies to the same. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*

87. Return to an Order of the House of the 27th January, 1913, for a copy of the contract entered into by C. R. Scoles, New Carlisle, Quebec, with the Department of Railways and Canals for the completion of the Atlantic and Lake Superior Railway between Caplin and Paspebiac, and of the report of the engineers on such work, of details of payments, and of all documents bearing on such matter. Presented January 22, 1914. —*Mr. Marcil* .....*Not printed.*

88. Return to an Order of the House of the 21st May, 1913, for a copy of all documents, correspondence, reports and inquiries, relating to an accident which occurred at Trois Pistoles, Intercolonial Railway on 10th September, 1912, respecting the death of Arsène Ouellet, and the wounds inflicted on Joseph Gagnon, at the time that these two men were struck by train No. 150 on the above date. Presented January 22, 1914.—*Mr. Boulay* .....*Not printed.*

89. Annual Return respecting Trade Unions under Chapter 125, R.S.C., 1906. Presented by Hon. Mr. Coderre, January 22, 1914.....*Not printed.*

90. Return to an Order of the House of the 29th January, 1913, for a return showing:—

1. What purchases of land have been made by the Dominion of Canada since Confederation?
2. The amount of money paid for same?
3. The approximate area of land so purchased?
4. In what provinces the said land is now situated?
5. The approximate area in each province?
6. The acreage of school lands set aside by the Government for the Provinces of Manitoba, Saskatchewan and Alberta?
7. The present approximate value of the said school lands so set aside in each of the said Provinces?
8. The number of acres of the said school lands already sold in each of the said Provinces, and the proceeds of such sales, deducting expenses?
9. The acreage of lands set apart at any time by the Government as an endowment to any university, the name of the university, and the Province in which the lands are situated?
10. The number of acres of swamp lands transferred to the Province of Manitoba under the provisions of Chapter 50 of the Acts if 1885 and amendments thereto?
11. The gross amount of cash allowance made at any time by the Federal Government to each or any Province of Canada, to assist in the construction of necessary public buildings?
12. The approximate value of the railway, public works and other assets of each of the Provinces of Canada, taken over by the Federal Government at the time that each Province entered the union?
13. The annual compensation made to the Province of Manitoba, Saskatchewan and Alberta, by reason of the fact that they are deprived of the public lands as a source of revenue?
14. The debt allowance to any time placed to the credit of each of the Provinces of Canada by the Federal Government. Presented January 22, 1914.—*Mr. Sinclair.*
Not printed.

CONTENTS OF VOLUME 28—*Continued.*

90*a*. Supplementary Return to an Order of the House of the 29th January, 1913, for a return showing:—

1. What purchases of land have been made by the Dominion of Canada since Confederation?
2. The amount of money paid for same?
3. The approximate area of land so purchased?
4. In what Provinces the said land is now situated?
5. The approximate area in each Province?
6. The acreage of school lands set aside by the Government for the Provinces of Manitoba, Saskatchewan and Alberta?
7. The present approximate value of the said school lands so set aside in each of the said Provinces?
8. The number of acres of the said school lands already sold in each of the said Provinces, and the proceeds of such sales, deducting expenses.
9. The acreage of lands set apart at any time by the Government as an endowment to any university, the name of the university, and the Province in which the lands are situated?
10. The number of acres of swamp lands transferred to the Province of Manitoba under the provisions of Chapter 50 of the Acts of 1885 and amendments thereto?
11. The gross amount of cash allowance made at any time by the Federal Government to each or any Province of Canada, to assist in the construction of necessary public buildings?
12. The approximate value of the railway, public works and other assets of each of the Provinces of Canada, taken over by the Federal Government at the time that each Province entered the union?
13. The annual compensation made to the Provinces of Manitoba, Saskatchewan and Alberta, by reason of the fact that they are deprived of the public lands as a source of revenue?
14. The debt allowance to any time placed to the crédit of each of the Provinces of Canada by the Federal Government. Presented March 12, 1914.—*Mr. Sinclair.*
Not printed.

91. Partial Return to an Order of the House of the 12th May, 1913, for a return showing the names and purposes of the several Commissions created by legislation or Orders in Council since October 12, 1911; the names of the members of the several commissioners, with their respective salaries and remuneration; the names of commissions still in existence; and the names of commissions created since October 12, 1911, which have ceased to exist. Presented January 22, 1914.—*Mr. Oliver*.....*Not printed.*

91*a*. Partial Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of each Commission issued by the Government since October 10, 1911, directing an investigation to be held; and also for a copy of the evidence taken and the report made in each case that has been concluded. Presented January 22, 1914.—*Mr. Murphy* .....*Not printed.*

91*b*. Further Supplementary Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of each Commission issued by the Government since October 10, 1911, directing an investigation to be held; and also for a copy of the evidence taken and the report made in each case that has been concluded. Presented February 9, 1914.—*Mr. Murphy*.....*Not printed.*

91*c* Return to an Order of the House of the 9th December, 1912, for a return showing the number of Commissions formed by the Government since September 21, 1912, the names and the occupations of the Commissioners appointed, their duties, the duration of their services, and their remuneration. Presented February 12, 1914.—*Mr. Devlin.*
Not printed.

91*d*. Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of the Order in Council appointing a Commission for the purpose of beautifying the city of Ottawa and vicintiy, of all correspondence with regard to the same, and of all reports made by the commission up to date. Presented March 6, 1914. —*Sir W. Laurier* .....*Not printed.*

91*e*. Supplementary Return to an Order of the House of the 12th May, 1913, for a return showing the names and purposes of the several Commissions created by legislation or Orders in Council since October 12, 1911; the names of the members of the several commissioners, with their respective salaries and remuneration; the names of commissions still in existence; and the names of commissions created since October 12, 1911, which have ceased to exist. Presented March 9, 1914.—*Mr. Oliver*.....*Not printed.*

91*f*. Return to an Order of the House of the 9th February, 1914, for a return showing the number and particulars of Commissions appointed or issued under the Inquiries Act since October 1, 1911, the purpose or object thereof, the name of the Commissioner or Commissioners, and the cost of each to the present time. Presented May 29, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

92. Partial Return to an Order of the House of the 28th April, 1913, for a return showing all those who have been holding investigations within the judicial district of Three Rivers, since October 15, 1911, to date, in reference to the conduct of men holding offices from the Dominion Government, the place where each investigation was held, the amount paid to each investigator in each case; the names of the solicitors employed in each case, the post office addresses, and the amount paid in each case to the solicitor. Presented January 22, 1914.—*Mr. Bureau*.....*Not printed.*

93. Return to an Order of the House of the 26th March, 1913, for a return showing whether the Government paid or intends to pay fees and disbursements of the witnesses summoned by the commissioners appointed by it in the County of Lévis, to hold inquiries on the conduct of public officers whose dismissal had been requested; the amounts which have been paid and to whom, and the sum remaining to be paid for the same purpose. Presented January 23, 1914.—*Mr. Bourassa*.....*Not printed.*

93*a*. Partial Return to an Order of the House of the 4th June, 1913, for a return showing the total expenditure to date by the present administration in connection with the investigation of charged partisan conduct against officials. Presented January 23, 1914.—*Mr. Sinclair* .....*Not printed.*

93*b*. Partial Return to an Order of the House of the 7th May, 1913, for a return showing in deaail the names of witnesses summoned by Commissioner H. P. Duchemin in connection with all investigations held by him in the counties of North Cape Breton and Victoria, South Cape Breton, Inverness and Antigonish, Nova Scotia, and the amounts paid in each such case. Presented January 23, 1914.—*Mr. Carroll*.....*Not printed.*

93*c*. Return to an Order of the House of the 9th April, 1913, for a return showing in detail the expenditure incurred since October 11, 1911, in connection with investigations held in Bonaventure County by commissioners appointed by the Departments of the Post Office, Customs, and Marine and Fisheries into charges made against employees of said departments of offensive political partisanship, together with the names and amounts paid to each of said commissioners in each investigation, as well as details of amounts paid to witnesses and others. Presented January 23, 1914.—*Mr. Marcil*.....*Not printed.*

93*d*. Return to an Order of the House of the 26th February, 1913, for a copy of all statements of account for salary or remuneration to the commissioner, and his expenses for witness fees, and all other expenses in connectoin with the investigation by Commissioner Duchemin, of the following, persons in the Ciunty of Guysboro, Nova Scotia namely:—

H. L. Tory, fishery officer, Guysboro.
John W. Davis, fishery officer, Guysboro.
Patrick Shea, postmaster, Tompkinsville.
John M. Rogers, postmaster, East Roman Valley.
James Bowles, postmaster, Alder River.
Abner M. Carr, postmaster, St. François Harbour.
Everett Hadley, postmaster, Oyster Ponds.
Parker S. Hart, postmaster, Lower Manchester.
S. M. Ferguson, preventive officer, Oyster Pond.
Robert Hendsbee, postmaster, Half Island Cove.
A. B. Cox, Manager Reduction Works, Canso.
Edward Kelly, engineer, Reduction Works, Canso.
D. S. Hendsbee, weigher, Reduction Works, Canso.
Alex. Roberts, postmaster, Canso.
David Sutherland, caretaker, Canso.
Henry Hanlon, chief engineer, Hatchery, Canso.
Thos. Sullivan, assistant engineer, Canso.
W. G. Matthew, cockswain life-boat, Canso.
Patrick Ryan, assistant cockswain life-boat, Canso.
M. McCutcheon, postmaster, Sonora.
Stanley McCutcheon, preventive officer, Sonora.
Freeman Pride, lightkeeper, Sonora.
David Reid, fishery officer, Port Hilford.
L. M. Pye, customs officer, Liscomb.
Stanley Hemlow, lightkeeper, Liscomb.
W. H. Hemlow, keeper storm drum, Liscomb.
R. Conroy, postmaster, Country Harbour.
John Milward, postmaster, Stormont.
A. W. Salsman, postmaster, Lower Country Harbour.
W. B. Harris, postmaster, Whitehead.
E. L. Munro, customs officer, Whitehead.
W. L. Munro, lightkeeper, Whitehead.
Patrick Conway, lightkeeper, Whitehead
H. P. Munro, cockswain life-boat, Whitehead.
Levi Munro, harbour master, Whitehead.
William McKinnon, postmaster, Erinville.

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J. H. McMillan, manager hatchery, Isaac's Harbour.
Sanford Langley, postmaster, Isaac's Harbour North.
Fred. E. Cox, engineer lobster hatchery, Isaac's Harbour.
Simon Hodgson, assistant engineer, Isaac's Harbour.
Archibald Brass, postmaster, L. New Harbour.
Parker Sangster, postmaster, New Harbour West.
William Gerrior, customs officer, Larry's River.
James M. Webber, lightkeeper, Torbay Point.
W. A. Hattie, preventive officer, Mulgrave.
J. F. Reeves, postmaster, Mulgrave.
John P. Meagher, foreman deck-hand, Mulgrave.
Philip H. Ryan, Intercolonial Railway employee, Mulgrave.
Alex. Wilkinson, Intercolonial Railway employee, Mulgrave.
Alex. McInnis, car inspector, Mulgrave.
Frank Fougere, postmaster, Port Felix.
Sam. Smith, postmaster, Port Felix, West.
Captain Freeman Myers, postmaster, Cole Harbour.
George Taylor, postmaster, Beckerton.
Stephen C. Richard, lightkeeper, Charlo's Cove. Presented January 26, 1914.—*Mr. Sinclair* .....*Not printed.*

93*e*. Supplementary Return to an Order of the House of the 7th May, 1913, for a return showing in detail the names of witnesses summoned by Commissioner H P. Duchemin in connection with all investigations held by him in the Counties of North Cape Breton and Victoria, South Cape Breton, Inverness and Antigonish, Nova Scotia, and the amounts paid in each such case. Presented February 10, 1914.—*Mr. Carroll*.....*Not printed.*

93*f*. Return to an Order of the House of the 9th December, 1912, for a return showing when H. P. Duchemin, of Sydney, Nova Scotia, was appointed commissioner to hold investigations, the number of investigations held since his appointment, names of officials investigated, if evidence and report in each investigation has been forwarded by Mr. Duchemin to the department interested, if not, in what cases has no evidence and report been submitted, salary or remuneration received in each case, and amount paid for travelling expenses in each case. Presented February 10, 1914.—*Mr. Carroll.*
Not printed.

93*g*. Return to an Order of the House of the 23rd February, 1914, for a return showing the expenditures by the Intercolonial Railway in connection with all the inquiries and investigations held by H. P. Duchemin, concerning any and all employees of the Department of Railways and Canals, or of the Intercolonail Railway, for any cause whatever, and relating to any complaints or charges, or to any matter of whatsoever nature, giving in detail the items of all accounts or bills of or payments to the said H. P. Duchemin in connection with same, during the years 1912, 1913, and for the year 1914 to date; together with a statement showing the total amounts paid in each specified investigation and the total paid in each year, for the whole period to the said H. P. Duchemin. Presented March 5, 1914.—*Mr. Emmerson*.....*Not printed.*

93*h*. Supplementary Return to an Order of the House of the 7th May, 1913, for a return showing indetail the names of witnesses summoned by Commissioner H. P. Duchemin in connection with all investigations held by him in the Counties of North Cape Breton and Victoria, South Cape Breton, Inverness and Antigonish, Nova Scotia, and the amounts paid in each such case. Presented March 17, 1914.—*Mr. Carroll*.....*Not printed.*

93*i*. Return to an Order of the House of the 23rd March, 1914, for a return showing in detail the expenses and cost of an inquiry or investigation held by Commissioner Adair, under the authority of the Department of Railways and Canals, into the affairs of the Electrical Branch of the Intercolonial Railway at Moncton, and the conduct of John W. Gaskin and others, in relation to their services in said branch or otherwise, held during the year 1912; together with the names of the commissioner, the agents, attorneys, counsel, constables, police officers, detectives, witnesses or other persons in connection with said inquiry; the number of days consumed and paid for in the conduct thereof, and the services rendered by each person in connection therewith; and a detailed statement of the sum or sums of money paid to each party therefor, at what rate and the amounts paid to each witness sworn and in attendance or otherwise, together with a copy of all bills, claims or accounts rendered in connection with said inquiry, and of all vouchers for moneys paid, by whom paid and to whom; with a copy of all letters or other correspondence relating to the appointment of a commissioner, and of counsel to be engaged or other officers employed, and relating to the compensation to be paid for services, and in connection with any of said bills, accounts, payments and vouchers, with a statement or summary of the total cost of said investigation, showing the number of railway employees called as witnesses, the witness fees allowed and paid them, and the cases in which their time respectively was not allowed them while absent to give such evidence, and the cases to which such time was allowed and no deduction made from their wages or salaries for the period of their absence in attendance at such inquiry as such witnesses respectively. Presented May 13, 1914.—*Mr. Emmerson*....*Not printed.*

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94. Return to an Order of the House of the 9th December, 1912, for a return showing how many citizens of the United States have been employed by the Government since November 1, 1911, in what department employed, their names and occupations and salary paid to each, and also, the number appointed under section 21 of the Civil Service Act. Presented January 24, 1914.—*Mr. Murphy*.....*Not printed.*

95. Return to an Order of the House of the 23rd April, 1913, for a copy of all letters, telegrams, papers and documents in any way relating to the purchase of property at Long Beach St. Mary's, Digby County, N.S., for a lobster pond. Presented January 23, 1914.—*Mr. Law*.....*Not printed.*

96. Return to an Order of the House of the 24th February, 1913, for a copy of all requests, petitions, &c., made to the Government, or any department thereof, by the residents of Mira, County of Cape Breton, for subsidies for boats, wharf accommodations, or increased facilities on the Mira river. Presented January 23, 1914.—*Mr. Carroll.* *Not printed.*

97. Return to an Order of the House of the 7th May, 1913, for a copy of all reports, correspondence, telegrams and other documents in the custody or control of the Militia Department or the Railway Department, concerning matters brought to the attention of the Militia Department by B. A. Ingraham, of Sydney, N.S., with reference to the transportation of the Sydney militia over the Intercolonial Railway in the year 1912. Presented January 23, 1914.—*Mr. Carroll*.....*Not printed.*

98. Medical inspection of immigrants at port of entry in Canada.—(*Senate*.....*Not printed.*

99. Public health service, several branches of R.S. engaged in.—(*Senate*).....*Not printed.*

100. Proposed harbour at Skinner's Pond—Surveys made for, &c.—(*Senate*).....*Not printed.*

101. Investigation held in 1912 *re* dredging operations in British Columbia.—(*Senate*). *Not printed.*

101*a*. Investigation held by Mr. Wilson, B.C., against Captain Murdock Young.—(*Senate*). *Not printed.*

102. Quantities of wheat by grades received at elevators at Fort William.—(*Senate*). *Not printed.*

103. Projected railway or highway bridge over the Restigouche River, N.B. Presented January 26, 1914.—*Mr. Marcil*.....*Not printed.*

104. Relating to the employees of the different departments at Ottawa, the provinces, and territories, &c. Presented January 26, 1914.—*Mr. Wilson (Laval)*.....*Not printed.*

104*a*. Return to an Order of the House of the 11th December, 1912, for a return showing for each department of the Civil Service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof, and of such persons not in the Civil Service employed by the Government in any department since the 10th October, 1911; and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the person removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place of, or as a consequence of any such removal. Presented January 26, 1914.—*Mr. Murphy*.....*Not printed.*

104*b*. Partial Return to an Order of the House of the 11th December, 1912, for a return showing for each department of the Civil Service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof, and of such persons not in the Civil Service employed by the Government in any department since the 10th October, 1911; and in cases where no commission of investigaiton was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the person removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place of, or as a consequence of any such removal. Presented February 10, 1914.—*Mr. Murphy*.....*Not printed.*

104*c*. Further Supplementary Return to an Order of the House of the 11th December, 1912, for a return showing for each department of the Civil Service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof, and of such persons not in the Civil Service employed by the Government in any department since the 10th October, 1911; and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the person removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place of, or as a consequence of any such removal. Presented March 10, 1914.—*Mr. Murphy*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

104*d*. Return to an Order of the House of the 23rd February, 1914, for a return showing the total number of officials and employees in the Department of Public Printing and Stationery on February 1, 1914; and the increase in wages granted to the several groups of employees during the year 1913. Presented March 18, 1914.—*Mr. Murphy.* *Not printed.*

104*e*. Return to an Order of the House of the 23rd February, 1914, for a return showing how many persons have been appointed to positions in the inside Civil Service since October 10, 1911, who had not passed the public competitive examination held by the Civil Service Commission in May and November of each year.

2. How many of such persons were appointed in each department. Presented March 23, 1914.—*Mr. Murphy*.....*Not printed.*

104*f*. Return to an order of the House of the 4th March, 1914, for a return showing how many persons have been appointed to the Inside Service of the Post Office Department by the present Government, with the names of the appointees, the grade each of them was appointed to, and the salary in each case; how many of these appointees passed the Civil Service examination, and how many did not do so, with the names in each case. Presented April 1, 1914.—*Mr. Proulx*.....*Not printed.*

104*g*. Further Supplementary Return to an Order of the House of 11th December, 1912, for a return showing for each department of the Civil Service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof, and of such persons not in the Civil Service employed by the Government in any department since the 10th October, 1911; and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the person removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place of, or as a consequence of any such removal. Presented April 2, 1914.—*Mr. Murphy*.....*Not printed.*

104*h*. Return to an Order of the House of the 2nd April, 1914, for a return showing how many certificates for promotion have been asked from the Civil Service Commissioners since the 31st March, 1913; how many of such certificates have been refused, and to whom, and the reasons given in each case for such refusal. Presented April 16, 1914.—*Mr Carroll* .....*Not printed.*

104*i*. Return to an Order of the House of the 30th March, 1914, for a return showing the salary of each deputy minister; the number of clerks or employees under each of the deputy ministers, or over whose work the deputy is supposed to exercise supervision; the salary of the Customs Commissioner, and length of time employed. Presented April 23, 1914. —*Mr. Chisholm (Inverness)* .....*Not printed.*

105. Return called for by Section 88, of Chapter 62, Revised Statutes of Canada, requiring that the Minister of the Interior shall lay before Parliament, each year, a return of liquor brought from any place out of Canada into the Territories by special permission in writing of the Commissioner of the Northwest Territories. Presented by Hon. Mr. Roche, January 27, 1914 .....*Not printed.*

106. Copy of the Seventh Joint Report of the Commissioners for the Demarcation of the Meridian of the 141st Degree of West Longitude. Presented by Hon. Mr. Roche, January 28, 1913..... .....*Not printed.*

107. Return showing lands sold by the Canadian Pacific Railway Company during the year which ended on the 1st October, 1913. Presented by Hon. Mr. Roche, January 28, 1914. *Not printed.*

108. Regulations relating to the Parcel Post Service, 1914. Presented by Hon. Mr. Pelletier, January 28, 1914.....*Not printed.*

109. Report of the proceedings of the Commisioners of Internal Economy of the House of Commons for 1912-1913, pursuant to Rule 9. Presented by His Honour the Speaker, February 2, 1913 .....*Not printed.*

110. Return of Orders in Council which have been published in the *Canada Gazette* between the 1st October, 1912, and 30th November, 1913, in accordance with the provisions of "The Forest Reserves and Park Act," Section 19, of Chapter 10, 1-2 George V. Presented by Hon. Mr. Roche, February 2, 1914.....*Not printed.*

110*a*. Return of Orders in Council which have been published in the *Canada Gazette*, between the 1st October, 1912, and 30th November, 1913, in accordance with the provisions of Section 5 of "The Dominion Lands Survey Act," Chapter 21, 7-8 Edward VII. *Not printed.*

110*b*. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st October, 1912, and 30th November, 1913, in accordance with the provisions of Section 77 of "The Dominion Lands Act," Chapter 20 of the Statutes of Canada, 1908. *Not printed.*

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110*c*. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st October, 1912, and 30th November, 1913, in accordance with provisions of subsection (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the Province of British Columbia. Presented by Hon. Mr. Roche, February 2, 1914.....*Not printed.*

110*d*. Return of copies of all Orders in Council, plans, papers and correspondence which are required to be presented to the House of Commons, under a resolution passed on the 20th February, 1882, since the date of the last return, under such resolution. Presented by Hon. Mr. Roche, January 28, 1914.....*Not printed.*

110*e*. Return to an Order of the House of the 9th February, 1914, for a copy of all letters, papers, homestead inspector's reports, declarations and of all other documents connected in any way with the entry and cancellation proceedings against the homestead entry of James Bruce for the southeast quarter section 36, in townshpi 49, range 27, West second meridian. Presented March 6, 1914.—*Mr. Neely*.....*Not printed.*

110*f*. Return to an Order of the House of the 9th February, 1914, for a copy of all papers in connection with the disposition of the S.E. ¼, section 16, township 25, range 5, West fifth meridian. Presented March 10, 1914.—*Mr. Oliver*.....*Not printed.*

110*g*. Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the S.W. ¼, 23-16-12 W, 3 M. Presented March 10, 1914.—*Mr. Knowles* .....*Not printed.*

110*h*. Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the N.E. ¼-22-11-5-W. 3 M. Presented March 23, 1914.—*Mr. Knowles.* *Not printed.*

110*i*. Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, telegrams and papers concerning coal lands situate in 28-19, 27-18, 27-17 and 28-18 West of the fourth meridian. Presented April 21, 1914.—*Mr. Buchanan*.....*Not printed.*

110*j*. Supplementary Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the N.E. ¼-22-11-5 W. 3 M. Presented May 5, 1914.—*Mr. Knowles* .....*Not printed.*

110*k*. Return to an Address to His Royal Highness the Governor General of the 20th April, 1914, for a copy of all documents, letters, telegrams, papers, Orders in Council and agreements of sale, in connection with the sale by the Government of Canada of the following lands in the railway belt in British Columbia, viz.: Townships 23 and 24, range 18; townships 23 and 24, range 19; townships 24 and 25, range 20; townships 25, 26 and 27, range 21; townships 26 and 27, range 22, all West of the fifth meridian. Presented May 18, 1914.—*Mr. Buchanan*.....*Not printed.*

110*l*. Return to an Order of the House of the 27th April, 1914, for a copy of all letters, telegrams, &c., in the Department of the Interior in connection with the N.W. ¼ section 20-4, range 16 west of the second meridian. Presented May 18, 1914.—*Mr. Turriff.* *Not printed.*

110*m*. Return to an Order of the House of the 27th April, 1914, for a copy of all papers, letters, telegrams, &c., in possession of the Department of the Interior in connection with the N-½-1-3-16-W. 2-M. Presented May 18, 1914.—*Mr. Turriff*.....*Not printed.*

111. Correspondence between the Imperial Government and the Government of Canada, and other documents, relating to Imperial Naturalization. Presented by Hon. Mr. Doherty, February 4, 1914 .....*Not printed.*

111*a*. Return to an Oder of the House of the 2nd February, 1914, for a copy of all correspondence and documents, or other information, as to the passage of an Act in Great Britain and the different Dominions, providing for uniformity of the Naturalization Law. Presented February 18, 1914.—*Mr. Macdonald* .....*Not printed.*

112. Account of the average number of men employed on the Dominion Police Force during each month of the year 1913, and of their pay and travelling expenses, pursuant to Chapter 92, section 6, subsection 2, of the Revised Statutes of Canada. Presented by Hon. Mr. Doherty, February 5, 1914.....*Not printed.*

113. Copy of Agreement between the Government of Canada and the Royal Mail Steam Packet Company, for a steamship service between Canada and the British West Indies. Presented by Hon. Mr. Foster, February 9, 1914.....*Not printed.*

114. Return to an Order of the House of the 2nd February, 1914, for a return showing what changes have been made in the original scheme for terminals of the Transcontinental Railway at the city of Quebec; the estimated cost of the former; the estimated cost of the said terminals under the present scheme. Presented February 10, 1914.—*Mr. Graham* .....*Not printed.*

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114*a*. Return to an Address to His Royal Highness the Governor General of the 23rd February, 1914, for a copy of all correspondence between the National Transcontinental Railway Commissioner and the Minister of Railways, and between the National Transcontinental Railway Commissioner and the Canadian Pacific Railway regarding the Joint Terminals at Quebec; also a copy of the Order in Council regarding joint terminals at Quebec, and of the final agreement regarding same. Presented March 16, 1914.—*Mr. Graham.* *Not printed.*

114*b*. Return to an Order of the House of the 16th March, 1914, for a copy of all contracts by the Department of Railways or the Transcontinental Railway Commission with the Canadian Pacific Railway Company with regard to the establishment of a joint station at the Palais, city of Quebec, and of all correspondence with regard to the same. Presented March 20, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*

115. Return to an Order of the House of the 9th December, 1912, for a return showing the number of commissioners appointed by the Government since October 10, 1911, to hold investigations, giving their names, the amount paid to each commissioner up to November 21, 1912, the number of the said commissioners still under pay, with their names. Presented February 10, 1914.—*Mr. Murphy*.....*Not printed.*

116. Return to an Order of the House of the 31st March, 1913, for a copy of all papers, documents, correspondence, &c., relating to requests for the temporary suspension of the application of the dumping clause of the Customs Tariff Act in reference to wire rods or any other products or articles, made to Department of Customs, or the Department of Finance, since November 1, 1911. Presented February 10, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

117. Return to an Order of the House of the 20th January, 1913, for a copy of all proposals, offers, agreements, reports, estimates, letters, telegrams and of all other communications or documents in the possession of the Department of Railways and Canals, or of the Prime Minister of Canada, or of any other department of the Government, filed with said department or any of them, since the first day of January, 1910, relating to or in any way appertaining to the question or proposal of acquiring any or all, or any one of the lines of railways connecting with the Intercolonial Railway along its line, and serving as a feeder or feeders of said railway, either by lease, purchase or otherwise, also of all proposals, offers, requests, applications, petitions, memorials, or other documents, and of all letters, telegrams and other communications and correspondence, relating to or in any manner appertaining to the acquisition by any Railway company of running rights, so called, or the securing of a leasehold or other interest involving the rights by any Railway company to operate its trains over the rails of the Intercolonial Railway, together with a copy of all answers, letters, telegrams, correspondence and reports relating thereto, on the files of the Department of Railways and Canals, or of the Prime Minister, or of any Department of the Government. Presented February 10 1914.—*Mr. Emmerson* .....*Not printed.*

117*a*. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, memorials, petitions, engineers' reports and other documents exchanged by or on behalf of the proprietors of the Quebec Oriental Railway and the Atlantic, Quebec and Western Railway, and the Department of Railways and Canals, since last session, with the view of the acquisition by the Government of these roads as branch lines or feeders of the Intercolonial Railway. Presented March 6, 1914.—*Mr. Marcil (Bonaventure).* *Not printed.*

117*b*. Return to an Order of the House of the 9th February, 1914, for a copy of all letters, telegrams, petitions, reports, cvorrespondence and other documents on file in any Department of the Government, or in the possession of any member of the Government, relating to, or in any manner connected with, the proposal to have a spur line or siding to connect the new public wharf at Sackville, N.B., with the Intercolonial Railway at that place, and of all letters, telegrams and other correspondence passed between any person or persons and any member of the Government. Presented March 11, 1914.—*Mr. Emmerson* .....*Not printed.*

117*c*. Return to an Order of the House of December 9, 1912, for a copy of the report made by Mr. Tessier to the Department of Railways and Canals on a proposed line of railway from Orangedale to Cheticamp in the County of Inverness, N.S.; and also all petitions, memorials and correspondence referring to the proposed line of railway. Presented March 17, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

117*d*. Return to an Order of the House of the 23rd March, 1914, for a copy of all petitions, correspondence, engineers' reports of surveys and of all other reports on file, referring to a proposed diversion of the Intercolonial Railway from, at or near Linwood Station, through the districts of Linwood, Cape Jack and to village of Harbour au Bouché; and more particularly of the petitions and reports relating to such diversion filed in or about the years 1887 and 1891. Presented April 7, 1914.—*Mr. Chisholm (Antigonish).* *Not printed.*

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117c. Return to an Order of the House of the 23rd March, 1914, for a return showing the names of the successful contractors, with the particulars of their schedule prices respectively, on the contracts awarded by the Intercolonial Railway for the work of double tracking from Chaudiere Curve to St. Romuald, Quebec, and the division line from Nelson to Derby Junction, New Brunswick, and the division or spur line from North Sidney to Leitche's Creek, Nova Scotia, with a copy of the reports, correspondence and recommendations relating to the awarding of said tenders or contracts respectively, and also showing the estimate of cost of said works respectively. Presented April 15, 1914.—*Mr. Emmerson* ..... *Not printed.*

117f. Return to an Order of the House of the 16th March, 1914, for a copy of all memoranda, instructions and authorizations issued by the Minister of Railways and Canals since October 11, 1911, relating to the eliminating of the present grades and replacing the light bridges with heavier steel structure on the Intercolonial Railway; and of all memoranda, recommendations and reports made by Mr. F. P. Gutelius or the Board of Management of the Intercolonial Railway thereon. Presented May 6, 1914.—*Mr. Kyte.*
Not printed.

118. Memorandum of special claim on behalf of Prince Edward Island in respect to representation in the House of Commons. Presented by Hon. Mr. Foster, February 10, 1914.
Printed for distribution and sessional papers.

118a. Memorandum on behalf of Nova Scotia, New Brunswick and Prince Edward Island, claiming the right to have their original representation in the House of Commons restored. Presented by Hon. Mr. Foster, February 10, 1914.
Printed for distribution and sessional papers.

119. Copy of the proceedings and resolutions adopted at the last Interprovincial Conference. Presented by Hon. Mr. Foster, February 10, 1914.
Printed for distribution and sessional papers.

119a. Minutes of the Proceedings in Conference of the representatives of the Provinces, October, 1913. Presented by Hon. Mr. Borden, March 11, 1914..... *Not printed.*

120. Return to an Order of the House of the 2nd June, 1913, for a copy of the application of Pacifique Leroux for damages sustained by removal of a bridge on the Soulanges Canal, and of all reports and correspondence on the same. Presented February 12, 1914.—*Sir Wilfrid Laurier* ..... *Not printed.*

121. Return to an Order of the House of the 20th January, 1913, for a copy of all plans, proposals, diagrams, specifications, reports, surveys, requests, correspondence, letters, telegrams and of all other communications and documents in possession of the Department of Railways and Canals, relating or in any wise appertaining to the proposed steam ferry service for all seasons of the year between the mainland of New Brunswick, or of Nova Scotia, and Prince Edward Island, whereby a connection could be made between the Intercolonial Railway and the Prince Edward Island Railway, by the transfer of railway cars over and across the waters of the Straits of Northumberland by means of said proposed ferry, together with a statement of all estimates and figures as to the total cost of the installation of such ferry, and the items of said estimate or estimates in detail. Presented February 12, 1914.—*Mr. Emmerson*..... *Not printed.*

121a. Return to an Order of the House of the 11th December, 1912, for a copy of all letters, telegrams and other documents relative to the establishment of a car ferry between Prince Edward Island and the mainland, of the report or reports of any engineers or experts in regard to the said proposal, and of their estimates of the cost thereof, the advertisement calling for tenders therefor, and a copy of any plans, conditions or proposed specifications therefor, or in regard thereto, and of any tenders received in response to said advertisement, of the reports, if any, of any officials in regard thereto, and of all data in possession of the Department in respect of said project. Presented February 12, 1914.—*Mr. Macdonald*..... *Not printed.*

122. Return to an Order of the House of the 2nd February, 1914, for a return showing the total amount of liability in the form of temporary loans on the last day of each month during the period between the 1st day of May, 1913, and December 31, 1913, together with, in each case, the rate of interest paid upon said amounts during the same periods. Presented February 12, 1914.—*Mr. Maclean (Halifax)*..... *Not printed.*

123. Report of the Royal Commission appointed to investigate the construction of the National Transcontinental Railway, together with the evidence taken and exhibits filed before the said commission. Presented by Hon. Mr. Cochrane, February 12, 1914.
Printed for distribution and sessional papers.

123a. Return to an Order of the House of the 23rd February, 1914, for a copy of the assignment by M. P. and J. T. Davis in September, 1909, of contracts numbers 16 and 17 on the National Transcontinental Railway to O'Brien, Fowler and McDougall, and of the Transcontinental Commissioner's approval thereof, in the said month of September, 1909. Presented March 4, 1914.—*Mr. Graham*..... *Not printed.*

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123*b*. Return to an Order of the House of the 18th February, 1914, for a copy of the contract with Mr. Joseph Gosselin for the locomotive and car shops at St. Malo, and of all telegrams, letters and correspondence between the Department and Mr. W. J. Press, mechanical engineer, or the chief engineer, with regard to change of the price of 85 cents per cubic yard for common excavation to the price of $2.30 per cubic yard for frozen earth. Presented March 11, 1914.—*Mr. Graham*.....*Not printed.*

123*c*. Return to an Address to His Royal Highness the Governor General of the 16th February, 1914, for a copy of all papers in any way relating to the tender, original contract, and amended contract of Mr. Joseph Gosselin for the locomotive and car shops at St. Malo, Quebec, together with a copy of the advertisements for tenders, the specifications, the contract, the amended contract, reports of engineers, recommendations to Council, Orders in Council, letters, telegrams, minutes or reports of interviews, and of all other documents referring in any way to the said contract or the amendment thereof. Presented March 11, 1914.—*Mr. Graham*.....*Not printed.*

123*d*. Return to an Address to His Royal Highness the Governor General of the 23rd February, 1914, for a copy of all correspondence in connection with the appointment of Messrs. Lynch-Staunton and Gutelius as commissioners to investigate the cost of construction of the Eastern division of the National Transcontinental Railway, and also of the Order in Council appointing them. Presented March 12, 1914.—*Mr. Graham.* *Not printed.*

123*e*. Return to an Order of the House of the 23rd February, 1914, for a copy of the report of Geo. S. Hodgins, of New York, regarding the Transcona shops of the Transcontinental Railway, dated June 10, 1912. Presented March 19, 1914.—*Mr. Graham*..*Not printed.*

123*f*. Return to an Order of the House of the 23rd March, 1914, for a copy of all plans and profiles designed by the engineers, in connection with the intended construction of the Transcontinental Railway from a point called Ste. Claire, County of Dorchester, between the twentieth and thirtieth miles, east of the Quebec Bridge, going through the parishes of St. Malachie, Standon, Cranbourne , Ste. Germaine and Ste. Justine, passing through the townships of Panet, Rolette and Valois, towards Ste. Perpetue, on the 105th mile east of the Quebec bridge, and of all the information and reports on the nature of land, timber and minerals of the places through which the engineers have been, showing also how much the railway would have cost per mile had it been built in that part of the country. Presented April 7, 1914.—*Mr. Sevigny*.....*Not printed.*

123*g*. Return to an Order of the House of the 23rd March, 1914, for a copy of all correspondence, messages, petitions, and other documents in connection with the choice of a site intended for the construction of a station at the village of St. Eleuthere, on the National Transcontinental Railway. Presented April 15, 1914.—*Mr. Lapointe* (*Kamouraska*) .....*Not printed.*

123*h*. Return to an Order of the House for a return showing.—

1. What kind of coaling plants have been provided on the National Transcontinental Railway?
2. How many have been provided?
3. Where they have been constructed?
4. If any tenders were called for them?
5. The name and address of the lowest tenderer.
6. From whom they were obtained and at what price? Presented April 15, 1914. —*Mr. Macdonald* .....*Not printed.*

124. Return to an Address to His Royal Highness the Governor General, of the 2nd February, 1914, for a copy of all decisions of the Board of Railway Commisioners made on or after the 10th of October, 1911, on which appeals have been taken to the Governor in Council, and of all decisions given by the Governor in Council on such appeals. Presented February 13, 1914.—*Mr. Sinclair*.....*Not printed.*

125. Return to an Order of the House of the 2nd February, 1914, for a copy of all rules and regulations made and passed by the Board, with the approval of the Minister, under the provisions of the Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act, pursuant to section eight of said Act. Presented February 13, 1914.—*Mr. Emmerson* .....*Not printed.*

125*a*. Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the transactions and proceedings of the so-called Provident Fund Board from the 1st day of January, A.D., 1912, to date, with the names of applicants and their addresses and the nature of their employment, for retirement under the provisions of The Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act, and a statement of the names so retired during that period, showing the amount of their respective retiring allowances, their respective terms of service, their respective ages, and the total of the fixed yearly charges upon the said fund made thereby; together

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with a copy of all correspondence, letters, documents and other communications relating to such applications and retirements on file in the Railway Department either at Moncton or at Ottawa, and of all correspondence, letters, petitions or other communications addressed to and received by the Minister of Railways and Canals, the Department, or any official thereof, or any member of the Government from any member of Parliament, or other person charged with the responsibility of directing Government or railway patronage, or from any person or persons, club or association assuming to advise or direct with respect to any such patronage, and of all replies made to any such letters, petitions or other communications. Presented March 3, 1914.—*Mr. Emmerson* ..... *Not printed.*

126. Return to an Order of the House of the 2nd February, 1914, for a return showing the amounts of receipts and expenditures on the Intercolonial Railway during the months of April, May and June, of 1913, respectively, giving separately the revenue from passenger trains, freight traffic, mails and express and miscellaneous revenue, respectively, with the total thereof during that period; also the same information respecting the corresponding months of 1912, with the total thereof for that period. Also a statement showing the working expenses or expenditure during months of April, May and June of 1913, respectively, giving separately the working expenses or expenditure on maintenance of way and structures, maintenance of equipment, traffic expenses, transportation expenses and general expenses; with the total thereof during that period; and also the same information respecting the corresponding months of 1912, with the total thereof for the same period; also a statement showing the cost of transporting freight per ton mile during the period named in the years 1912 and 1913. Presented February 13, 1914.—*Mr. Emmerson*..... *Not printed.*

126*a*. Return to an Order of the House of the 4th March, 1914, for a return showing the total revenue of the Intercolonial Railway during the fiscal year 1912-1913, and the revenue from Campbellton and all stations east of Campbellton, and from those west thereof as far as Halifax, on the main line, including the branches east of Campbellton, Prince Edward Island Railway excluded. Presented March 17, 1914.—*Mr. Boulay.* *Not printed.*

126*b*. Return to an Order of the House of the 2nd February, 1914, for a return showing the total earnings of the Intercolonial Railway on Division 3 in connection with passenger traffic for the calendar years 1910, 1911, 1912 and 1913 respectively, and the monthly passenger traffic earnings for each of the said years; the total expenses or expenditures connected with the said passenger traffic on said division during the said years respectively; together with a statement showing the monthly passenger traffic expenses or expenditures connected with said passenger traffic for each of the months during the said years; and showing, in addition, the loss and surplus for each of said years and the months thereof respectively, in connection with the passenger traffic on said division 3 between St. John and Halifax; also a statement of the revenue and expenditures on the transactions connected with said passenger traffic over said division during the months of December, 1913, and January, 1914, separately; and also a statement showing the gross passenger earnings for December, 1912, and January, 1914, respectively, and the gross expenditures with the passenger traffic for the said months respectively; together with a copy of all reports, returns, letters and correspondence relating to the earnings, expenditures or losses or surpluses on said division either in connection with freight or passenger traffic. Presented April 7, 1914.—*Mr. Emmerson*....*Not printed.*

127. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of the employees of all kinds on the Soulanges Canal in the section extending from the foot of the canal to the first bridge; with the functions of each of them, the salary thereto attached and the date of their hiring during the season of navigation. Presented February 13, 1914.—*Mr. Boyer*..... *Not printed.*

128. Return to an Order of the House of the 3rd February, 1914, for a return showing:—

1. The names of all persons from whom land or property has been expropriated for right of way and station purposes in connection with the Dartmouth to Dean Settlement Branch of the Intercolonial Railway of Canada.
2. The quantity of land or property so expropriated.
3. The amount paid or offered to such person or persons for such land or property, in cases where payment or an offer has been made. Presented February 13, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

129. Copy of the International Convention for the safety of human life at sea. Presented by Hon. Mr. Hazen, February 16, 1914..... *Printed for distribution and sessional papers.*

129*a*. Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of all correspondence with the Imperial authorities, or any commercial bodies, on the subject of Safety of Life at Sea; and of the Order in Council appointing representatives of Canada on the International Conference on Safety of Life at Sea. Presented February 20, 1914.—*Sir Wilfrid Laurier*..... *Not printed.*

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130. Return to an Order of the House of the 9th February, 1914, for a copy of all accounts, bills, receipts and vouchers in connection with the services of N. W. White, during 1912 and 1913, as commissioner to inquire into Indian lands in the Province of British Columbia. Presented February 17, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

131. Return to an Order of the House of the 2nd February, 1914, for a copy of all documents whatsoever relating to the investigation of a claim of Jean Ross or Joseph Ross, of Anqui, County of Rimouski, Province of Quebec, against the Intercolonial Railway, following an accident to a horse, which occurred on the 10th of December, 1906. Presented February 17, 1914.—*Mr. Boulay*.....*Not printed.*

132. Copy of the Order in Council appointing a commission to investigate the cost of living. Presented February 17, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*

133. Statement of the population of Canada and its Provinces and Territories in the years 1871, 1881, 1891, 1901 and 1911, according to the census returns. Presented by Hon. Mr. Borden, February 17, 1914.....*Not printed.*

134. Return to an Order of the House of the 9th February, 1914, for a copy of all protests, if any, by the Grand Trunk Pacific Railway Company, against changes in grades of the National Transcontinental Railway from Winnipeg eastward, and terminal facilities at Quebec; of all subsequent approvals of such changes, if any, by the Grand Trunk Pacific Railway Company, and of all correspondence on the above subject. Presented February 18, 1914.—*Sir W. Laurier*.....*Not printed.*

135. Copy of Second Interim Report of the Royal Commission on the natural resources, trade and legislation of certain portions of His Majesty's Dominions, together with the Minutes of Evidence taken in Australia and New Zealand in 1913, in connection therewith. Presented by Hon. Mr. Foster, February 18, 1914.....*Not printed.*

136. Return to an Order of the Senate dated 27th January, 1914, for a copy of the Annual Report made in January, 1913, by the Central Railway Company to the Railway Department.—(*Senate*) .....*Not printed.*

137. Return to an Order of the Senate dated 27th January, 1914, for a copy of the Annual Report made by the Salisbury and Albert Railway Company to the Railway Department.—(*Senate*) .....*Not printed.*

138. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence and documents in reference to the matter submitted to Sir William Whyte by the Government, the Transcontinental Commission or the commission appointed to investigate the construction of the National Transcontinental Railway, between the Government or any member or official thereof, and any official of the Grand Trunk Pacific Railway Company; and also of all correspondence between any member or official of either the above named commissions and the Justice Department, concerning the said matter. Presented February 19, 1914.—*Mr. Graham*.....*Not printed.*

139. Return to an Order of the House of the 16th February, 1914, for a return showing the names, salaries and grades of the private secretaries of the members of the Liberal Government on October, 1911; the names of the private secretaries employed from time to time by the members of the present Government, and the salary and grade of each. Presented February 19, 1914.—*Mr. Murphy*.....*Not printed.*

140. Return to an Order of the House of the 9th February, 1914, for a return showing how many woollen industries are operated in the country; where situated, in which province, and in what city, town or village; the number of hands employed in each, and the output for each during 1913. Presented February 19, 1914.—*Mr. Verville.*
Not printed.

141. Return to an Order of the House of the 2nd February, 1914, for a return showing the number, location, and mileage of rural mail routes established in Bonaventure County from October, 1911, to date, if any; together with a copy of all applications, memorials, reports and correspondence generally on this matter. Presented February 23, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*

141a. Return to an Order of the House of the 2nd February, 1914, for a return showing a tabulated statement of the number of rural mail delivery routes opened since 1911, including the number of boxes used; also the new mail delivery contracts necessitated by the establishment of said routes in each county, not already moved for. Presented February 23, 1914.—*Mr. Lemieux*.....*Not printed.*

141b. Return to an Order of the House of the 19th February, 1914, for a return showing the number of rural mail delivery routes which have been established in Nova Scotia, and their names; and if any of the routes are provided with a daily service. Presented March 2, 1914.—*Mr. Sinclair*.....*Not printed.*

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141c. Return to an Order of the House of the 18th February, 1914, for a copy of all documents, petitions, letters, telegrams, &c., exchanged between any one and the Post Office Department, in connection with the establishing of a rural mail service in the Parish of Ste. Marguerite de Blairfindie, County of St. Johns and Iberville, and of all documents, letters and telegrams, &c., relating to the contracts for the conveyance of rural mail in said parish. Presented April 29, 1914.—*Mr. Demers*.....*Not printed.*

141d. Return to an Order of the House of the 20th April, 1914, for a return showing:—

1. Whether the rural postal delivery service has been started in the County of Quebec? If so, when and in what parishes of said county?

2. Whether public tenders have been advertised for such service? If so, when, how many were received and from whom, the amount of each tender, and what tender was accepted?

3. The price of the accepted tender, the name of the tenderer, the condition or conditions of payment, and the length of the contract. Presented April 30, 1914.—*Mr. Lachance* .....*Not printed.*

141e. Return to an Order of the House of the 6th April, 1914, for a copy of all letters, petitions and documents relative to the establishment of a rural mail delivery route from New Glasgow through Mount William, Granton and Abercrombie, County of Pictou. Presented May 8, 1914.—*Mr. Macdonald* .....*Not printed.*

141f. Return to an Order of the House of the 4th March, 1914, for a copy of all correspondence, telegrams, petition, recommendation and other documents relating to the establistment of the rural mail service in the parish of St. Theodore d'Acton. Presented May 16, 1914.—*Mr. Marcil* (*Bonaventure*) .....*Not printed.*

141 (g). Return to an Order of the House of the 11th February, 1914, for a copy of all petitions, letters, telegrams and other papers relative to the establishment of rural mail delivery routes in the County of Pictou since January 1, 1912, together with the number of said routes, the carriers on each route, the tenders received in each case for the service, a copy of the correspondence in relation to said tenders and their acceptance, and the post offices closed or to be closed as the result of the establishment of said routes. Presented June 12, 1914.—*Mr. Macdonald*.....*Not printed.*

142. Return to an Order of the House of the 2nd February, 1914, for a return showing what new post offices have been established in the County of L'Islet since 1911; the names of the officer in charge of each of them; the revenue brought; the expenses incurred by these offices, including the salary and fees of the postmaster and charges for the conveyance of the mails; if these officers have been asked for by petitions of the interested ratepayers, and if so, by whom; the quantity of letters and other postal matters that have passed through each of these offices since they have been established. Presented February 23, 1914.—*Mr. Lapointe* (*Kamouraska*).....*Not printed.*

142a. Return to an Order of the House of the 30th March, 1914, for a copy of all documents, papers, petitions, correspondence, reports, &c., in connection with the opening of a post office under the name of Giasson in the parish of St. Aubert, County of L'Islet. Presented April 22, 1914.—*Mr. Lapointe* (*Kamouraska*).....*Not printed.*

143. Return to an Order of the House of the 2nd February, 1914, for a return showing the names and addresses, with rank or occupation, of all persons who accompanied the Minister of Militia and Defence to the Old country and Europe during the summer of 1913, and whose expenses were paid wholly or in part by the Dominion Government, or who were paid salary or allowance during such time, with the amount paid to each person. Presented February 23, 1914.—*Mr. Carvell*.....*Not printed.*

144. Return to an Order of the House of the 11th February, 1914, for a copy of all correspondence, telegrams and other papers to be found in the Department of the Naval Service in connection with the death and burial, at Montreal, of Joseph LeBlanc, a sailor on D.G.S. *Canada*. Presented February 23, 1914.—*Mr. Sinclair*..*Not printed.*

145. Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders received for the construction of a salmon hatchery on Nipissiguit river, Gloucester County, N.B., and of the contract awarded. Presented February 23, 1914.—*Mr. Turgeon* .....*Not printed.*

146. Return to an Order of the House of the 9th April, 1913, for a copy of all correspondence, telegrams, petitions, affidavits, certificates, reports, complaints and other documents, relating to the resignation of Mr. M. C. Blais, recruiting officer of the Department of Marine and Fisheries from the Government shipyards at St. Joseph de Sorel, and to the appointment of Mr. F. P. Vanasse to this office. Presented February 23, 1914.—*Mr. Cardin* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

147. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, letters, telegrams, and other documents relating to industrial disputes during the year 1913, between the operators and employees of any of the companies operating coal mines on Vancouver Island, and disturbances arising out of the same; and of any correspondence, either before or since the year 1913, with respect to any of the said disputes. And in particular of all correspondence, letters, telegrams, and other documents to or from the Prime Minister, the Honourable the Minister of Labour or any of the officers of the Department of Labour, respecting attempts at conciliation in connection with these disputes, and to or from the Honourable the Minister of Militia, or any officers of the Department of Militia and the Honourable the Minister of Justice, or any officers of the Department of Justice, respecting the calling out and services of the militia in connection with said disputes; and a statement of the arrests made and of convictions, if any, for infringement of the laws. Also a copy of the evidence taken and reports of investigations made by the Honourable the Minister of Labour, Mr. Samuel Price, Commissioner appointed by the Department of Labour, and of the Deputy Minister of Labour; together with a detailed statement of the expenses of all such investigations and expenses otherwise incurred by any of the Departments of the Government in consequence of said disputes or difficulties arising out of same. Presented February 23, 1914.—*Sir W. Laurier*.....*Not printed.*

147*a*. Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams and reports that have been exchanged between the Government and the strikers and operators of coal mines in British Columbia since the beginning of the strike until the present; also a copy of all Orders in Council in connection with said strike. Presented February 23, 1914.—*Mr. Verville* .....*Not printed.*

147*b*. Supplementary Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, letters, telegrams, and other documents relating to industrial disputes during the year 1913, between the operators and employees of any of the companies operating coal mines on Vancouver Island, and disturbances arising out of the same; and of any correspondence, either before or since the year 1913 with respect to any of the said disputes. And in particular of all correspondence, letters, telegrams, and other documents to or from the Prime Minister, the Honourable the Minister of Labour or any of the officers of the Department of Labour, respecting attempts at conciliation in connection with these disputes, and to or from the Honourable the Minister of Militia, or any officers of the Department of Militia and the Honourable the Minister of Justice, or any officers of the Department of Justice, respecting the calling out and services of the militia in connection with said disputes; and a statement of the arrests made and of convictions if any, for infringement of the laws. Also a copy of the evidence taken and reports of investigations made by the Honourable the Minister of Labour, Mr. Samuel Price, Commissioner appointed by the Department of Labour, and of the Deputy Minister of Labour; together with a detailed statement of the expenses of all such investigations and expenses otherwise incurred by any of the Departments of the Government in consequence of said disputes or difficulties arising out of same. Presented February 24, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*

148. Regulations, approved by Order in Council ,dated the 19th day of January, 1914, for the disposal of petroleum and natural gas rights, the property of the Crown in Manitoba, Saskatchewan, Alberta, the Northwest Territories, the Yukon Territory, the Railway Belt in the Province of British Columbia, and within the tract containing three and one-half (3½) million acres of land acquired by the Dominion Government from the Province of British Columbia, and referred to in subsection (*b*) of section 3 of the Dominion Lands Act. Presented by Hon. Mr. Roche, February 23, 1914.
Not printed.

149. Regulations in regard to grazing leases of vacant Dominion lands, &c. Presented by Hon. Mr. Roche, February 23, 1914.....*Not printed.*

150. Return to an Order of the House of the 9th February, 1914, for a return showing the amounts in detail paid to Ward Fisher, of Shelburne, N.S., fishery inspector, for the years 1912 and 1913 for salary, office expenses, travelling expenses, and all other expenses. Presented February 24, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

151. Return to an Order of the House of the 2nd February, 1914, for a copy of the report of operations at the fishery hatchery at Port Daniel West, for the year 1913. Presented February 24, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*

152. Return to an Order of the House of the 18th February, 1914, for a copy of all correspondence, investigations or other documents respecting the loss of a horse killed on the Intercolonial, on the 10th of September last, the property of Johnny Roy, of Amqui. Presented February 24, 1914.—*Mr. Boulay*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

153. Return to an Order of the House of the 16th February, 1914, for a return showing the increase in freight rates on live-stock, including horses, carried over the Intercolonial Railway, by the tariff effective May 1, 1913, as compared with the tariff effective April 15, 1909, for the following distances, respectively:—

Over	5	and not over		10	miles.
"	10	"	"	15	"
"	15	"	"	20	"
"	20	"	"	25	"
"	25	"	"	30	"
"	30	"	"	40	"
"	40	"	"	50	"
"	50	"	"	60	"
"	60	"	"	70	"
"	70	"	"	80	"
"	80	"	"	90	"
"	90	"	"	100	"
"	100	"	"	110	"
"	110	"	"	120	"
"	120	"	"	130	"
"	130	"	"	140	"
"	140	"	"	150	"
"	150	"	"	160	"

Presented February 24, 1914.—*Mr. Kyte*.....*Not printed.*

154. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, letters, telegrams, and other documents relative to the report and recommendations of the Board appointed under the Combines Investigation Act to investigate the methods adopted by the United Shoe Machinery Company. Presented February 24, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*

155. Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of memorandum of agreement between the Canadian Government railways and the Canadian Pacific Railway Company, covering the transportation of freight and passengers between Halifax and St. John over the Intercolonial Railway, in connection with the Canadian Pacific and Allan Line Steamships, carrying British mails, making Halifax the terminal port; also of all agreements, Orders in Council, petitions, memorials, regulations or orders of the Department of Railways and Canals, or of any officer or officers of the Intercolonial Railway; of letters or other correspondence, interviews with the Prime Minister and other member or members of the Government, and representations to the Prime Minister, or other member or members of the Government, in any manner relating to the said memorandum of agreement; and of all telegrams and letters received by the Government, or any member thereof, or sent by them, either in reply or otherwise; also of all letters, telegrams, representations or other documents relating to the said agreement or in any way connected therewith, received by F. P. Gutelius, the General Manager of the Intercolonial Railway, from the Canadian Pacific Railway, or from any corporation, persons or body, or sent by him, in reply thereto or otherwise, to the said Canadian Pacific Railway or to any other corporation, body or person. Presented February 24, 1914.—*Mr. Emmerson*..*Not printed.*

156. Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all Orders in Council since the 1st of June last in any way altering the rates of duties existing under the Customs Act. Presented February 24, 1914.—*Sir Wilfrid Laurier* .....*Not printed.*

157. Correspondence, statements, &c., in respect to certain proposed advances to the Harbour Commissioners of Montreal, for expenditure during the years 1914, 1915, 1916 and 1917. Presented by Hon. Mr. Hazen, February 27, 1914.....*Not printed.*

158. Memorandum of proposed harbour improvements to be made by the Harbour Commissioners of Quebec during 1914, out of certain proposed advances to be made to the said commission. Presented by Hon. Mr. Hazen, February 27, 1914.....*Not printed.*

159. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, correspondence, telegrams, &c., between the Department of Trade and Commerce and any person or persons, companies or corporations, in the years 1912 and 1913, respecting a steamship service between St. John, N.B., and Bear River, N.S., and intermediate points, and the matter of the payment of a subsidy therefor. Presented March 2, 1914. —*Mr. Maclean (Halifax)* .....*Not printed.*

160. Return to an Order of the House of the 2nd February, 1914, for a copy of the reports made by the proprietors of the steamer *Canada*, on which the subsidy was paid to them for the season of 1913, for the service between Campbellton, N.B., and Gaspé, Que.; together with a copy of all complaints regarding the said service and of the correspondence, reports and documents in the possession of the Department of Trade and Commerce in that connection in the said year. Presented March 2, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

161. Return to an Order of the House of the 4th February, 1914, for a return showing what sum or sums of money, if any, have been expended by the Government since the 21st of September, 1911, in the County of Wright, Quebec, and how such money has been expended. Presented March 2, 1914.—*Mr. Devlin*.....*Not printed.*

162. Return to an Order of the House of the 26th February, 1914, for a return showing:—

1. How many temporary clerks were employed in the Library of Parliament during the Sessions of 1911-1912 and 1912-1913, their names and the salary paid to each for such service, and the total so paid?

2. How many temporary clerks are at present so employed, their names and salaries respectively?

3. If any temporary clerks were employed in said library, during the Session of 1910-1911; if so, how many?

4. What was the then number of permanent clerks in the library, and the present number of temporary clerks employed in said library?

5. Why temporary clerks are employed in said library in positions superior to and at higher pay than that paid to permanent clerks? Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*

163. Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of all correspondence, telegrams, memoranda, Orders in Council, instructions to officers, regulations and other papers and documents relating to a change in the regulations governing the fishing of salmon in the St. John River, above tidal water. Presented March 3, 1914.—*Mr. Sinclair*.....*Not printed.*

164. Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, telegrams and correspondence in any way relating to the appointment of men in any way connected with the salmon fishing pond at Margaree during the year 1913. Presented March 3, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

165. Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders received in 1912 for the construction of a breakwater at Green Point, Gloucester County, N.B., and of all correspondence, letters and telegrams showing why the contract was not awarded to lowest tenderer. Presented March 3, 1914.—*Mr. Turgeon*..*Not printed.*

166. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams, &c., touching in any way the work done on Lingan Beach, South Cape Breton, under Superintendent H. D. McLean. Presented March 3, 1914.—*Mr. Carroll*.....*Not printed.*

167. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, advertisements, tenders, bids, contracts, reports, vouchers, accounts, receipts, correspondence, &c., in connection with a wharf recently constructed at Gold River, Lunenburg County, N.S. Presented March 3, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

168. Return to an Address to His Royal Highness the Governor General, of the 9th February, 1914, for a copy of all documents, Orders in Council, correspondence, telegrams, tenders, accounts, vouchers, part, &c., in connection with the construction of a bridge or work between the mainland and an island, known as Boutilier's island, at South West Cove, Lunenburg County, N.S. Presented March 3, 1914.—*Mr. Maclean (Halifax)*..*Not printed.*

169. Return to an Order of the House of the 9th February, 1914, for a copy of all advertisements, tenders, contracts, documents, letters and correspondence relating to the supply of coal for the Government public buildings at Lunenburg, N.S. Presented March 3, 1914.—*Mr. Macdonald*.....*Not printed.*

170. Return to an Order of the House of the 2nd February, 1914, for a comparative statement of the quantity of cubic yards of dredging done by the *Restigouche*, or dredge *No. 3*, on the outside bar of Bathurst Harbour, during the seasons of 1910, 1911, 1912 and 1913. Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*

170*a*. Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders received for the dredging in Bathurst Harbour, and of the contract awarded. Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*

170*b*. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters and telegrams relating to the deposit of sand and mud dumped into the southwestern channel by the contractors of dredging in Bathurst Harbour. Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*

171. Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all correspondence, telegrams, petitions and memorials received by the Right Honourable R. L. Borden, Premier of Canada, or the Minister of Railways and Canals, from J. A. Gillies, Esq., Sydney, N.S., or from any resident of the County of Richmond, N.S., relative to the purchasing of the Cape Breton Railway by the Government and the building of a line of railway from St. Peters to Sydney and Louisburg, and of replies thereto. Presented March 3, 1914.—*Mr. Kyte*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

172. Return to an Order of the House of the 2nd February, 1914, for a return showing:—

1. The names of all proprietors from whom land and property have been expropriated for the purpose of the Halifax Ocean Terminals between Three Mile House and the proposed site of the railway and shipping terminals?

2. The price or amount of damages paid therefor, or the amount offeerd and accepted in the case of each proprietor?

3. The amount offered or tendered each proprietor for damages and which has not been accepted.

4. The quantity of land and nature of property so expropriated from each proprietor. Presented March 3, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

172a. Return to an Order of the House of the 2nd February, 1914, for a copy of all advertisements, tenders, papers, documents, letters and correspondence relating to the construction of the railway from Three Mile House at Bedford Basin to Halifax Harbour, and also to the piers or wharfs and sea walls in connection with the proposed Halifax Ocean Terminals. Presented March 16, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

173. Return to an Order of the House of the 2nd February, 1914, for a copy of all agreements, correspondence, papers and documents referring to any arrangement made between the Intercolonial Railway of Canada and the Canadian Pacific Railway in the year 1913, relating to the hauling of Canadian Pacific Railway freight and passenger trains between St. John and Halifax, connecting with any transatlantic steamship lines at Halifax, during the winter season of 1913-14. Presented March 4, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

174. Return to an Order of the House of the 20th January, 1913, for a copy of all recommendations, correspondence, letters, telegrams and reports now on file in the Department of Justice, relating to the vacancy in the office of deputy warden of the Dorchester penitentiary, and the appointment of a successor to Mr. A. B. Pipes, who was promoted from the position of deputy warden of Dorchester penitentiary to that of warden. Presented March 4, 1914.—*Mr. Emmerson* .....*Not printed.*

175. Correspondence between the City of Ottawa and the Government, on the subject of a pure water supply for the city and Government buildings. Presented by Hon. Mr. Borden, March 4, 1914.....*Not printed.*

176. Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, correspondence, telegrams and all other documents between the Department of Railways and Canals and Archer, Macdonald, E. Montpetit, C. A. Harwood, and A. Marceau, local engineer, St. Amour, Superintendent of the Canal of Soulanges, L. A. Sauvè, and others, respecting the tearing down of several houses and dependencies erected on the Government grounds at Pointe Cascades, the property of the said L. A. Sauvé. Presented March 5, 1914.—*Mr. Boyer* .....*Not printed.*

177. Return to an Order of the House of the 23rd February, 1914, for a copy of all agreements between the Transcontinental Railway Commission and the Canadian Northern Railway for the use of the line of the said company by the trains of the Transcontinental Railway from Cap Rouge to the shops at St. Malo. Presented March 5, 1914.—*Sir Wilfrid Laurier* .....*Not printed.*

178. Return to an Order of the House of the 23rd February, 1914, for a copy of all correspondence between the Minister of Railways or the Transcontinental Railway Commission and the Quebec Harbour Commission, with regard to the construction by the said Harbour Commission of a line of railway to connect the said Transcontinental Railway from Champlain Market with the proposed Union Station at the Palais, and of all contracts by the said Harbour Commission towards that end. Presented March 5, 1914.—*Sir Wilfrid Laurier* .....*Not printed.*

179. Return to an Order of the House of the 9th February, 1914, for a copy of all advertisements, tenders, contracts and correspondence in connection with the proposed New London Branch of the Prince Edward Island Railway. Presented March 5, 1914.—*Mr. Graham* .....*Not printed.*

180. Return to an Order of the House of the 4th February, 1914, for a return showing the total amount of available cash on deposit to the credit of the Government of Canada on the last day of each month between April 1, 1913, and December 31, 1913. Presented March 5, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

181. Return to an Order of the House of the 4th February, 1914, for a return showing the following particulars respectively, of all loans placed or extended by the Government of Canada, upon the London market during the calendar years 1912 and 1913: Loan, date and copy of prospectus; price in prospectus and price realized; date on which loan matures; rate per cent; total issue; amount realized; charges including discount for immediate payments, &c.; net amount of cash realized; and the annual effective rate of interest per unit. Presented March 5, 1914.—*Mr. Maclean (Halifax)*....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

182. Return to an Order of the House of the 9th February, 1914, for a return showing the number of farm labourers and public servants respectively, placed by the Government employment agents during the years 1912 and 1913; also the counties where placed and amount of bonus paid. Presented March 6, 1914.—*Mr. Sutherland*.....*Not printed.*

183. Return to an Order of the House of the 26th February, 1914, for a return showing:—

1. What chartered banks in Canada have gone into liquidation since Confederation, and at what date in each case;

2. The loss in each case to the depositors, the note holders and the stockholders respectively;

3. What relief, if any, was given in each case by the Government to any of the parties suffering loss. Presented March 6, 1914.—*Mr. Neely*.....*Not printed.*

184. Return to an Order of the House of the 11th February, 1914, for a return showing the number of binders, reapers, mowers, ploughs, seeders, and cultivators exported from and imported to Canada, with their value respectively, in each of the years 1910, 1911, 1912 and 1913. Presented March 6, 1914.—*Mr. Neely*.....*Not printed.*

185. Return to an Order of the House of the 23rd February, 1914, for a return showing the number of cattle exported from Canada to the United States in the months of October, November and December, 1913, and January, 1914, and for the corresponding months in 1912 and 1913. Presented March 6, 1914.—*Mr. Maclean (Halifax)*....*Not printed.*

186. Return to an Order of the House of the 23rd February, 1914, for a return showing the quantities and varieties of fish exported from Canada to the United States in the months of October, November and December, 1913, and January, 1914, and for the corresponding months in 1912 and 1913. Presented March 6, 1914.—*Mr. Maclean (Halifax)*. *Not printed.*

187. Return to an Order of the House of the 26th February, 1914, for a return showing:—

1. Who were, from incorporation, and who are, the officers and directors of the Grand Trunk Pacific Railway Company;

2. The amount of capital stock of said company, the amount paid up, and who are the holders of such paid up stock, and the amount held, and still held, by each;

3. If this company, or a subsidiary company, has contracted to build any portion of the National Transcontinental Railway; and, if so, the total amount of their contracts for such work;

4. What portion of such contracts or work was sublet, and on such sublet contracts what profit was made by the said company. Presented March 6, 1914.—*Mr. Middlebro*. *Not printed.*

188. Report of the Board of Inquiry appointed to investigate and verify the claims of applicants for Fenian Raid Volunteer Bounty in the Province of Nova Scotia. Presented by Hon. Mr. Hughes. March 9, 1914.....*Not printed.*

188*a*. List of applicants, in Nova Scotia, for the Fenian Raid Volunteer Bounty whose claims have been approved.—List of Fenian Raid Volunteer Bounty applicants, in Nova Scotia, received to December 31, 1913, but not yet considered. Presented by Hon. Mr. Hughes, March 9, 1914.....*Not printed*

189. Return to an Order of the House of the 12th February, 1914, for a return showing what was the local minimum rate of freight on small parcels on the Intercolonial Railway prior to October 10, 1911, and also the present rate on the same. Presented March 9, 1914.—*Mr. Sinclair*.....*Not printed.*

190. Return to an Order of the House for a copy of all correspondence, reports, evidence taken, and of all other papers in the possession of the Minister of Railways and Canals, relating to the investigation recently held by Mr. Ferguson, M.L.A., concerning the affairs of the Trent Valley Canal. Presented March 9, 1914.—*Mr. Burnham*.
Report only printed for distribution and sessional papers.

191. Return to an Order of the House of the 16th February, 1914, for a copy of all papers necessary to convey full information as to the charter, outfit and instructions of the *Karluk* and auxiliary vessels; the names, rank, pay and terms of engagement of their officers and crews; and of all communications received from Mr. V. Steffansson, or any other person who has received such a communication, written after the expedition sailed for the Arctic Ocean. Presented March 10, 1914.—*Mr. Oliver*.....*Not printed.*

192. Return to an Order of the House of the 2nd February, 1914, for a return showing the number of towns in the Province of Ontario which have a population larger than the town of Chesley, South Riding of Bruce, which was 1,734, according to the last census; also the number of such towns served by letter boxes on the street. Presented March 10, 1914.—*Mr. McCrancy*.....*Not printed.*

193. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of the promoters of the National Drop Forge Company, Limited, and the powers asked by and given to said company by letters patent. Presented March 10, 1914.—*Mr. Lemieux*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

194. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of the promoters of the Canadian Contracting Company, and the powers asked by and given to said company by letters patent. Presented March 10, 1914.—*Mr. Lemieux* .....*Not printed.*

195. Return to an Order of the House of the 4th February, 1914, for a copy of all papers, letters, telegrams, reports, inquiries and documents or other communications had with any of the Departments of the Government, particularly with the Interior, Customs and Marine and Fisheries Departments, relating to Gustavas A. Colpitts, a Canadian citizen returning as a passenger on the Royal Mail Steamship *Empress of Britain*, in September, 1911, who alleged that he was not allowed by officers of the Government to disembark at Rimouski from said steamship. Also a copy of all letters, correspondence or other communications received by any members of the Government, particularly by the Minister of Marine and Fisheries, and by any Department of the Government, from the said Gustavas A. Colpitts, who was at the time a student at Mount Allison University, Sackville, New Brunswick, and of all letters or other communications sent in reply thereto. Presented March 10, 1914.—*Mr. Emmerson*.....*Not printed.*

196. Number of Chinamen entering Canada during years 1911-12-13, &c.—(*Senate.*). *Not printed.*

197. Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, papers, plans, correspondence, memoranda and other documents relative to the shortening of distances on the Intercolonial Railway between Pictou and Port Mulgrave, and to the construction of a new bridge at Pictou in connection therewith. Presented March 12, 1914.—*Mr. Macdonald*.....*Not printed.*

198. Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, telegrams, correspondence, leases and other documents relating to the cutting of lumber by Mr. B. F. Smith from the so-called Tobique Indian reserve, in the Province of New Brunswick, and of all recommendations with reference thereto, made by the Indian agent for that portion of the Province, or any other official of the Department in the said Province; together with a statement of the lumber cut by said Smith from said reserve, with the rates of stumpage charged and amounts paid since January 1, 1912. Presented March 12, 1914.—*Mr. Carvell*.....*Not printed.*

198*a*. Return to an Order of the House of the 23rd February, 1914, for a copy of all correspondence, letters, telegrams, memorials, petitions, &c.; relating to the sale or transfer of the Indian reserve at Sydney, N.S., and the removal of the Indians therefrom. Presented March 17, 1914.—*Mr. Kyte*.....*Not printed.*

198*b*. Return to an Order of the House of the 23rd March, 1914, for a copy of all the instructions issued to C. P. Fullerton and Fawcett Taylor, or either of them, in reference to the St. Peter's Indian reserve. Presented April 8, 1914.—*Mr. Oliver*.....*Not printed.*

199. Return to an Order of the House of the 11th February, 1914, for a copy of all correspondence, letters, telegrams and other documents relative to the purchase for the Intercolonial Railway of a quantity of coal in the United States, within the past few months. Presented March 12, 1914.—*Mr. Macdonald* .....*Not printed.*

199*a*. Return to an Order of the House of the 2nd February, 1914, for a return showing:—

1. When the Intercolonial Railway and the Prince Edward Island Railway last called for tenders for its coal supply, and when the tenders were returnable?
2. The number of tenders received, the names of the tenderers, and their respective prices?
3. The date of the last contract or contracts for coal for the Intercolonial Railway, and who was the contractor or contractors respectively?
4. The names of the successful tenderers, as the result of the last call for tenders, and their prices respectively?
5. The amount in tons of the contract made with each, and at what prices per ton respectively?
6. If any coal was purchased for the Government system of railways in the United States since March 31, 1913? If so, by whom, from whom, and through whom it was purchased, and at what price, the cost per ton delivered, inclusive of commissions to the railways. Presented March 18, 1914.—*Mr. Emmerson*.....*Not printed.*

199*b*. Return to an Order of the House for a return showing whether the Government has purchased any coal, freight or passenger cars during the past six months for the Intercolonial Railway; if so, from whom and in what quantity; the price paid in each case; if any tenders were called for the same; who the tenderers were and the amount of each tender. Presented April 6, 1914.—*Mr. Macdonald*.....*Not printed.*

200. Return to an Order of the House of the 4th March, 1914, for a return showing the freight rates on flour, hay, oats, lumber and firewood per 100 lbs. or per ton, between Bathurst, N.B., and Nepisiguit Junction, Red Pine, Bartibogue, Beaver Brook, and between Bathurst, Berresford, Petit Rocher and Belledune, before the changes made in August, 1913, and the freight rates on the same articles, between the same points, under the new schedule of rates. Presented March 16, 1914.—*Mr. Turgeon*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

201. Return to an Order of the House of the 11th February, 1914, for a copy of all contracts, accounts, bills, memoranda, letters, correspondence, receipts, vouchers, bills of lading, &c., referring to all materials, provisions, supplies and goods of every description purchased and forwarded to Port Nelson during the year 1913, by any Department of the Government of Canada, and agreements for employment of workmen in connection with the construction of the Hudson Bay Railway terminals at Port Nelson. Presented March 18, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

202. Return to an Order of the House of the 9th February, 1914, for a copy of all papers, letters or other correspondence, instructions, reports, valuations, appointment of valuators, or appraisers, appraisements, abstracts of titles, deeds or other conveyances, in any Department of the Government or in the railway offices at Moncton, relating to, or in any manner connected with, the purchase by the Intercolonial Railway of a property in Moncton, N.B., at the corner of Archibald and Main streets in said city, formerly owned in his lifetime by the late P. S. Archibald, C.E., and now occupied by the General Superintendent of the Intercolonial Railway, F. P. Brady, as a residence; together with a copy of all bills, accounts and statement of expenditures for repairs made on the buildings of said property; and also of accounts, commissions and bills paid to solicitors, attorneys or other agents, for searches, conveyances, and a statement of all moneys paid for charges and expenses in connection with such purchase or the procuring of a deed of said property? Presented March 16, 1914.—*Mr. Emmerson.* *Not printed.*

202*a*. Supplementary Return to an Order of the House of the 9th February, 1914, for a copy of all papers, letters or other correspondence, instructions, reports; valuations, appointment of valuators, or appraisers, appraisements, abstracts of titles, deeds or other conveyances in any department of the Government or in the railway offices at Moncton, relating to, or in any manner connected with, the purchase by the Intercolonial Railway of a property in Moncton, N.B., at the corner of Archibald and Main streets in said city, formerly owned in his lifetime by the late P. S. Archibald, C.E., and now occupied by the General Superintendent of the Intercolonial Railway, F. P. Brady, as a residence; together with a copy of all bills, accounts and statement of expenditures for repairs made on the buildings of said property; and also of accounts, commissions and bills paid to solicitors, attorneys or other agents, for searches, conveyances, and a statement of all monies paid for charges and expenses in connection with such purchase or the procuring of a deed of said property. Presented March 26, 1914.—*Mr. Emmerson* ..... *Not printed.*

202*b*. Further Supplementary Return to an Order of the House of the 9th February, 1914, for a copy of all papers, letters or other correspondence, instructions, reports, valuations, appointment of valuators, or appraisers, appraisements, abstracts of titles, deeds or other conveyances in any department of the Government or in the railway offices at Moncton, relating to, or in any manner connected with, the purchase by the Intercolonial Railway of a property in Moncton, N.B., at the corner of Archibald and Main streets in said city, formerly owned in his lifetime by the late P. S Archibald, C.E., and now occupied by the General Superintendent of the Intercolonial Railway, F. P. Brady, as a residence; together with a copy of all bills, accounts and statement of expenditures for repairs made on the buildings of said property; and also of accounts, commissions and bills paid to solicitors, attorneys or other agents, for searches, conveyances, and a statement of all monies paid for charges and expenses in connection with such purchase or the procuring of a deed of said property. Presented April 1, 1914.—*Mr. Emmerson* ..... *Not printed.*

203. Return to an Order of the House of the 4th March, 1914, for a return showing the freight rates under the old tariff of the Intercolonial Railway, per 100 lbs. or per ton, on fresh, dried and cured fish, molasses, coal oil, nails, hardware and anthracite coal from Gloucester Junction and Bathurst station to and from St. John, and the present rates for the same articles between the same points. Presented March 17, 1914.—*Mr. Turgeon.* *Not printed.*

204. Return to an Order of the House of the 23rd February, 1914, for a return showing all smelt fishing licenses issued in the County of Pictou during the past season, and of all correspondence in reference to the same. Presented March 17, 1914.—*Mr. Macdonald.* *Not printed.*

204*a*. Supplementary Return to an Order of the House of the 23rd February, 1914, for a return showing all smelt fishing licenses issued in the County of Pictou during the past season, and of all correspondence in reference to the same. Presented April 17, 1914.—*Mr. Macdonald* ..... *Not printed.*

205. Return to an Order of the House of the 2nd February, 1914, for a copy of all documents concerning the latest changes in the lobster fishing regulations at Magdalen Islands. Presented March 17, 1914.—*Mr. Lemieux* ..... *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

206. Return to an Order of the House of the 16th February, 1914, for a copy of all correspondence, telegrams, tenders and documents connected in any way with the supplying of coal to the lobster hatchery at Margaree during the years 1910-1911, 1911-1912, 1912-1913 and 1913-1914. Presented March 17, 1914.—*Mr. Chisholm (Antigonish).* *Not printed.*

207. Return to an Order of the House of the 16th February, 1914, for a copy of the charges made against Mrs. Marguerite Fair, postmistress of Black Cape, Quebec, on which Mr. Louis Taché of Rimouski, was authorized to hold an investigation, together with the appeal of said investigation, if any was held. Presented March 17, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed.*

208. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, papers, documents, reports, &c., in connection with the proposed increase of mail service from Shelburne, N.S., to Jordan Bay and Jordan Ferry and return since October 1, 1911. Presented March 17, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

209. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence between the Post Office Department, or any official thereof, and any person or persons, concerning the installation of street letter boxes in the village of Chesley, in the riding of South Bruce. Presented March 17, 1912.—*Mr. Graham*....*Not printed.*

210. Report of the Commission of Conservation of Canada on the Trent Watershed Survey, a reconnaissance by C. D. Howe, Ph.D., and J. H. White, B.A., B.Sc. F., with an introductory discussion by B E. Fernow, LL.D Presented by Hon. Mr. Borden, March 19, 1914 ..... *Not printed.*

210a. Conservation of coal in Canada. Report of Commission of Conservation.—(*Senate*). *Not printed.*

211. Copy of evidence taken before Mr. William Henry Moore, the commissioner appointed to inquire into certain charges against Mr. Frank Fairen, store keeper on the Trent Canal, sentation in the Senate, of the Western provinces of Canada. Presented by Hon. Mr. March 19, 1914 ..... *Not printed.*

212. Copy of the opinion of the Deputy Minister of Justice on the subject of increased representation in the Senate, of ahe Western provinces of Canada. Presented by Hon. Mr. Borden, March 19, 1914 ..... *Not printed.*

212a. Copy of a resolution of the Legislative Assembly of the Province of British Columbia, approved by His Honour the Lieutenant Governor in Council, in which application is made to the Federal Government to increase the number of senators for the said province. Presented by Hon. Mr. Borden, March 19, 1914..... *Not printed.*

212b. Copy of opinion of the Assistant Deputy Minister of Justice on the subject of increased representation in the Senate, of the prairie provinces of Canada. Presented by Hon. Mr. Borden, March 23, 1914..... *Not printed.*

213. Return to an Order of the House of the 9th March, 1914, for a copy of all papers and correspondence in the Department of Customs regarding the entry of a boring mill at Lethbridge, Alberta, shipped in August, 1913, by John Stirk and Company, and billed to the Lethbridge Iron Works. Presented March 20, 1914.—*Mr. Buchanan* . *Not printed.*

214. Return to an Order of the House of the 16th March, 1914, for a copy of a petition dated the 9th of July, 1911, signed by Etienne Barre, Joseph Trudeau and others, taxpayers of the municipality of Chambly Basin, and addressed to the Minister of Justice, together with a copy of all documents and vouchers attached to said petition, and of all correspondence and other documents relating thereto. Presented March 23, 1914.—*Mr. Lamarche* ..... *Not printed.*

215. Return to an Order of the House of the 2nd February, 1914, for a return showing where the D.G. cruiser *Margaret* was built; the names of the builders; the contract price; whether the contract was awarded to the lowest tenderer; the name and address of each tenderer and amount of each tender; if the Government or any department thereof has contracted for any other vessel or vessels during the past eighteen months; and if so, the number of such vessels, the names and addresses of the contractors, the gross tonnage of each and the contract price, and the service for which they were intended. Presented March 23, 1914.—*Mr. Sinclair*..... *Not printed.*

216. Return to an Order of the House of the 2nd March, 1914, for a copy of all letters, telegrams or other correspondence in connection with the seizure of eleven (11) horses belonging to Mr. John M. Ferguson, Kaleida, Manitoba, on or about the 28th day of March, 1912. Presented March 24, 1914.—*Mr. Turriff*..... *Not printed.*

217. Return to an Order of the House of the 4th February, 1914, for a return showing the quantities and values of potatoes imported monthly into Canada during the years 1911, 1912 and 1913, and the countries from which such potatoes were imported. Presented March 25, 1914.—*Mr. Hughes (Kings, P.E.I.)*..... *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

217a. Return to an Order of the House of the 2nd February, 1914, for a return showing the quantities and values of potatoes exported monthly from each province of Canada, from September 1, 1911, to January 1, 1914, and the countries to which the same were exported. Presented March 25, 1914.—*Mr. Carvell* .....*Not printed.*

218. Return to an Order of the House of the 12th March, 1914, for a return showing how many colonels, honorary colonels, lieut.-colonels, honorary lieut.-colonels, and other officers, honorary and otherwise, have been appointed by the Minister of Militia and Defence from October, 1911, to the present time. Presented March 25, 1914.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

218a. Return to an Order of the House of the 11th February, 1914, for a return showing the number of honourary appointments to military rank which have been made by, or with the approval of, the present Minister of Militia and Defence since he assumed office, giving the names of the persons so appointed, and the rank of each. Presented April 1, 1914.—*Mr. Murphy* .....*Not printed.*

219. Kitsilano Indian reserve—relating to the purchase of by the Government of the Dominion of Canada from the Province of British Columbia.—(*Senate*).....*Not printed.*

220. Return to an Address to His Royal Highness the Governor General of the 9th March, 1914, for a copy of all papers, documents, Orders in Council, correspondence, &c., in reference to the suspension of Mr. Joseph McGillis of the Department of Customs, Ottawa. Presented March 27, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

221. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of all parties who have been employed at the Experimental Farm at Ste. Anne de la Pocatière during the years 1912 and 1913, and the salary and fees paid to each of them. Presented March 30, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

222. Return to an Order of the House of the 9th February, 1914, for a return showing the total number of veterinary inspectors employed by the Government in the slaughter houses of the country; how they are distributed in each Province; the names of the establishments they are connected with, and the number of officers in each of them; if the Government employ some others to supervise the health of the herds on the farms besides the veterinary inspectors connected with the slaughter houses; the number of them, and how they are distributed in each Province; the number of herds of both cattle and hogs that have been submitted to inspection during the years 1911, 1912 and 1913; the number of animals in each Province slaughtered ,after tuberculosis was found in them; if the Government paid indemnities to the owners on account of such slaughtering, and if so, the amount in each Province; the respective salaries of the veterinary inspectors employed in the slaughter houses; the working hours of those officers; the respective salaries paid to the veterinary inspectors employed for other purposes; the amount of the expenses of that branch of the Department of Agriculture for the years 1911, 1912 and 1913 for internal managmeent, such as salaries, and the salaries and expenses for each of the Provinces. Presented March 30, 1914.—*Mr. Boyer.* *Not printed.*

223. Return to an Order of the House of the 23rd February, 1914, for a copy of the report of George Lafontaine, received by the Department of Agriculture during the present fiscal year, relating to the manufacture of chemical manure. Presented March 30, 1914.—*Mr. Boulay* .....*Not printed.*

224. Return to an Order of the House of the 16th February, 1914, for a return showing.—

1. Whether the Postmaster General has given a contract for rural parcel boxes; and, if so, to whom?
2. Whether tenders for the boxes were asked?
3. From whom tenders were received?
4. The price, if any, of the different tenders?
5. How many boxes were ordered, and at what price?
6. Whether the Postmaster General, since he came into office, has made a contract for rural mail boxes, and, if so, when?
7. The amount of the contract?
8. Who the tenderers were, and the price, if any, of the different tenders?
9. Who received the contract, and the price paid per box?
10. How many boxes, if any, were ordered? Presented March 31, 1914.—*Mr. Nesbitt* ..... *Not printed.*

225. Return to an Order of the House of the 23rd March, 1914, for a return showing the rates of interest paid on all Dominion loans from 1890 to 1914. Presented March 31, 1914.—*Mr. Pardee*.....*Not printed.*

226. Return to an Address to His Royal Highness the Governor General, of the 9th March, 1914, for a copy of all correspondence since October, 1911, between the Government of Canada, represented by the Department of Marine and Fisheries, of the one part, and the Government of the United Kingdom, the Government of the United States, or any other Government, of the other part, relating to steam trawling in Atlantic waters. Presented March 31, 1914.—*Mr. Sinclair*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

227. Return to an Order of the House of the 11th February, 1914, for a copy of all letters, telegrams, and written requests during the years 1912 and 1913, addressed to the Department of Marine and Fisheries, or the Department of Naval Affairs, or any officer of either Department, or Marine branches of said department, or any officer or persons of either branch, by any person or persons, relating to proposals or requests that the vessels or any vessel under the control of the Naval Branch of said Department, should be present at any regatta or celebration of any description held anywhere on the Atlantic or Pacific Coasts of Canada during said years; also of all replies to such letters, telegrams and written requests. Presented March 31, 1914.—*Mr. Law* ..... *Not printed.*

228. Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence, memoranda and other documents relating to the moral, mental and physical inspection of all immigrants entering Canada. Presented April 1, 1914.—*Mr. Paquet.* *Not printed.*

229. Return to an Order of the House of the 16th March, 1914, for a copy of all orders, reports, applications, letters, telegrams and other documents connected with or in any manner relating to the retirement of Amasa E. Killam, an official of the Intercolonial Railway, from the employment of the said railway, and to his claim for a retiring allowance, under the provisions of the Intercolonial and Prince Edward Island Railway Employees' Provident Fund Act; and also of all letters showing the date of his beginning work in the service of the said railway and of his appointment to a position in the employ of said railway on the first of April, 1897, or at any other date. Also a copy of all instructions and letters from the then Minister of Railways to the general manager or to any other official of the Intercolonial, relating to engagement or employment of the said Amasa E. Killam, and of all letters, correspondence, instructions, reports, or other documents in any way relating thereto and to the engagement of the said Amasa E. Killam, during the month of March, 1897, to take the position of bridge and building inspector on the Intercolonial Railway, to commence work on the first day of April, 1897. Presented April 1, 1914.—*Mr. Emmerson...Not printed.*

230. Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, papers and other documents relating to the payments made at Skinners Cove, Pictou County, for purchase of land or other rights in the year 1913. Presented April 2, 1914.—*Mr. Macdonald* ..... *Not printed.*

231. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, correspondence, telegrams, letters, pay rolls, accounts and vouchers in any way referring to the expenditure of money by this Government for the public wharf at Whycocomagh. Presented April 2, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

231*a*. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, advertisements, tenders, bids, contracts, reports, vouchers, accounts, receipts, correspondence, &c., in connection with the construction of a wharf at Feltzen South, Lunenburg County, N.S., now under construction or recently completed. Presented April 2, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

231*b*. Return to an Order of the House of the 4th March, 1914, for a return showing:—

1. How much money was expended on the repairs to the wharf at South Gut, Victoria County, during the summer of 1913?
2. How much on labour and how much on material, respectively?
3. Who was the foreman, by whom recommended, and his rate of wages per day?
4. How many days he was employed as foreman?
5. How many men he had working for him on the wharf each day, and the wages paid each man?
6. How much was paid for material for the repairs, and where it was obtained?
7. From whom the material was purchased, the nature of it, and the price paid per foot?
8. Who was the paymaster on this work and when the men were paid? Presented April 2, 1914.—*Mr. McKenzie*.....*Not printed.*

231*c*. Return to an Order of the House of the 9th February, 1914, for a return showing the amount expended by the Government on wharfs, breakwaters, public works and dredging in the County of Yarmouth since October 11, 1911; and to whom the amounts so expended were paid. Presented April 2, 1914.—*Mr. Law....Not printed.*

231*d*. Return to an Order of the House of the 4th March, 1914, for a return showing:—

1. How much money was expended on repairs to the Englishtown wharf, County of Victoria, in the summer of 1913?
2. How much on labour and how much on material, respectively?
3. Who was the foreman, by whom he was recommended, and his rate of wages per day?
4. How many days he was employed as foreman?
5. How many men he had working for him on the wharf each day, and the wages paid each man?

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6. From whom the material was purchased, of what it consisted, and the price paid per foot?

7. Who was the paymaster on this work, and when the men were paid?

8. When the work was begun and when completed? Presented April 2, 1914.—*Mr. McKenzie* ..... *Not printed.*

231*e*. Return to an Order of the House of the 16th February, 1913, for a copy of all letters, telegrams, correspondence, pay-rolls, vouchers and documents of all kinds connected in any way with repairs or extension of wharf at Finlay Point, Mabou, Inverness County, during the year 1910-1911. Presented April 2, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*

231*f*. Return to an Order of the House of the 4th March, 1914, for a return showing the amount of timber used and the price paid for same in renewing and repairing the wharf at Port Clyde, Shelbourne County, N.S.; the amount of wages paid on same, and to whom; and the number and price of ballast poles used in the above work. Presented April 2, 1914.—*Mr. Law*..... *Not printed.*

231*g*. Return to an Order of the House of the 12th May, 1913, for a copy of all papers, telegrams, documents, reports, correspondence, &c., in any way relating to a proposed extension of a wharf or the construction of a new wharf at Finlay Point, Inverness County, N.S. Presented April 2, 1914.—*Mr. Chisholm (Inverness)*..... *Not printed.*

231*h*. Return to an Order of the House of the 26th May, 1913, for a copy of all papers, letters and documents relating to the building of a wharf in the town of L'Assomption. Presented April 2, 1914.—*Mr. Seguin* ..... *Not printed.*

231*i*. Return to an Address of the 19th May, 1913, to His Excellency the Administrator for a copy of all papers, tenders, contracts, accounts, and Orders in Council, between the Department of Public Works and any other person or persons, relating to the purchase of a site for the public wharf being erected or recently erected at Bear River, N.S., and also relating to the construction of said wharf, and anything in connection therewith. Presented April 2, 1914.—*Mr. Maclean (Halifax)*..... *Not printed.*

231*j*. Return to an Order of the House of the 31st March, 1913, for a copy of all papers, documents, correspondence, &c., relating to the purchase of a property at Centreville, Shelburne County, Nova Scotia, as a site for a public wharf, and in connection with any monies expended on the McGray property at Centreville, upon the public wharf. Presented April 2, 1914.—*Mr. Kyte*..... *Not printed.*

231*k*. Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence, letters, telegrams, notes, requests, &c., addressed to the Department or the Minister of Public Works, directly or indirectly, in connection with the work necessary for the completion of the wharf at Sainte Croix, County of Lotbinière, since the 21st of September, 1911, to date. Presented April 16, 1914.—*Mr. Fortier*.....*Not printed.*

231*l*. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, petitions, memorials, letters, reports, and telegrams, in the Department of Public Works, or in any of the Departments of the Government, relating to a proposed wharf or breakwater at Little Cape, and Great Shemogue Harbour, Westmorland County, N.B.; also of all correspondence, letters and telegrams exchanged between any member of the Government and M. G. Siddal, or any other persons or corporations, relating to a proposal or application to construct a wharf or breakwater at Little Cape or Great Shemogue Harbour in Westmorland County, N.B., or in connection with having a survey made in connection with any such proposal. Presented April 17, 1914.—*Mr. Emmerson* ..... *Not printed.*

231*m*. Return to an Order of the House of the 9th February, 1914, for a copy of all reports, memoranda, correspondence and documents of every nature, relating to the construction of a wharf in the town of L'Assomption, and of all petitions and correspondence in favour or against such construction to date, and the reasons why the construction of such wharf, authorized in the estimates of 1911-1912, has not been proceeded with. Presented April 17, 1914.—*Mr. Seguin*..... *Not printed.*

231*n*. Return to an Order of the House of the 16th March, 1914, for a copy of all accounts, vouchers, pay-rolls, instructions, correspondence and recommendations relating to the expenditure on the public wharf at Arichat, N.S., since the 11th day of October, 1911. Presented April 30, 1914.—*Mr. Kyte*..... *Not printed.*

231*o*. Return to an Order of the House of the 16th February, 1914, for a copy of all tenders, contracts, memorandums, pay-rolls, accounts, vouchers, correspondence, papers and documents, &c., in connection with work performed upon the Government wharf at Croft's Cove, Lunenburg County, in 1912. Presented April 30, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

231*p*. Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence, letters, telegrams, petitions and other documents relating to the claim of the Bonaventure and Gloucester Interprovincial Company, Limited, in connection wtih a wharf on Bonaventure river, Bonaventure County. Presented April 30, 1914.—*Mr. Sevigny.* *Not printed.*

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231*q*. Supplementary Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence, letters, telegrams, notes, requests, &c., addressed to the Department or the Minister of Public Works, directly or indirectly, in connection with the work necessary for the completion of the wharf at Sainte Croix, County of Lotbinière, since the 21st September, 1911, to date. Presented April 30, 1914.—*Mr. Fortier*.....*Not printed.*

231*r*. Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders, contracts, pay rolls, vouchers, documents, correspondence, &c., in connection with the purchase of a site for the Government wharf at Bear River, N.S., and the construction of the said wharf. Presented April 30, 1914.—*Mr. Maclean (Halifax)*..*Not printed.*

231*s*. Return to an Order of the House of the 9th March, 1914, for a return showing:—

1. How much was spent upon Hall's Harbour wharf, Kings County, N.S., in 1913?

2. The name of the commissioner or foreman, by whom he was recommended, and his remuneration?

3. How much lumber was used upon the said wharf during 1913, from whom the same was purchased, and the price paid for the various forms thereof. Presented April 30, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

231*t*. Return to an Order of the House of the 16th February, 1914, for a copy of the pay-list, including the names and residences, of all those who have worked at the wharf of L'Ile Verte, County of Témiscouata; the number of days of employment of each of them; the amount received by each of them; who has or have signed the receipt or receipts for said amounts, in connection with the works which have been going on during the summer of 1912 and during the summer of 1913. Presented April 30, 1914.—*Mr. Gauvreau* .....*Not printed.*

231*u*. Return to an Order of the House of the 16th February, 1914, for a copy of the pay-list, including the names and residences, of the men who have worked on the wharf to the west of Rivière-Verte, Témiscouata; the number of days' work of each of them; the amount of money received by each of them; who has or have signed the receipt or receipts for said amounts on said pay-list or otherwise, the whole for: (1o) 1912; (2o) 1913. Presented May 4, 1914.—*Mr. Gauvreau*.....*Not printed.*

231*v*. Further Supplementary Return to an Order of the House of the 9th Mrach, 1914, for a copy of all correspondence letters, telegrams, notes, requests, &c., addressed to the Department or the Minister of Public Works, directly or indirectly, in connection with the work necessary for the completion of the wharf at Sainte Croix, County of Lotbinière, since the 21st of September, 1911, to date. Presented May 4, 1914.—*Mr. Fortier* .....*Not printed.*

231*w*. Return to an Order of the House of the 30th March, 1914, for a copy of all letters and telegrams addressed by G. A. R. Rowlings and J. S. Wells to the Department of Public Works, or the Minister, since October 1, 1911, relating to the construction of a public wharf at Cole Harbour, Guysborough County, N.S., and of all replies thereto. Presented May 12, 1914.—*Mr. Sinclair*.....*Not printed.*

231*x*. Return to an Order of the House of the 16th February, 1914, for a copy of all letters, telegrams and correspondence of all kinds in any way relating to repairs required on the pier at Margaree Harbour, Inverness County, received in 1912-1913 and 1913-1914. Presented May 12, 1914.—*Mr. Chisholm (Inverness)* .....*Not printed.*

231*y*. Return to an Order of the House of the 27th April, 1914, for a copy of all correspondence, pay-rolls, accounts, receipts, vouchers and papers relating to the construction of Feltzen South wharf, Lunenburg County, N.S. Presented May 16, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

231*z*. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, correspondence, telegrams, letters, pay-rolls, accounts and vouchers in any way referring to the expenditure of money by this Government for the building and repair of the public wharf at Port Hood. Presented May 16, 1914.—*Mr. Chisholm (Inverness)* *Not printed.*

231 (2*a*). Return to an Order of the House of the 4th May, 1914, for a copy of all correspondence, telegrams, complaints, pay-rolls, vouchers and all other documents in any way connected with the expenditure of $500 during the year 1913 on Finlay Point wharf, Inverness County. Presented May 16, 1914.—*Mr. Chisholm (Inverness)*..*Not printed.*

231 (2*b*). Return to an Order of the House of the 6th April, 1914, for a copy of all correspondence, letters, telegrams, petitions and recommendations relating to the wharf at Arichat, N.S., to be used by SS. *Magdalin*. Presented May 29, 1914.—*Mr. Kyte*....*Not printed.*

231 (2*c*). Return to an Order of the House of the 9th March, 1914, for a return showing:—

1. How much money was spent upon Kingsport Pier, Kings County, N.S., during the year 1913?

2. The name of the foreman or commissioner, by whom he was recommended, and the remuneration paid him?

3. How much lumber was purchased and used for said pier, from whom it was purchased, and the particulars of the prices paid therefor?

4. What was done with the lumber or piling taken out of said pier, and if the same was sold, to whom and at what price? Presented May 29, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

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231 (2*d*). Return to an Order of the House of the 27th April, 1914, for a copy of all correspondence, pay-rolls, accounts, receipts, vouchers and papers relating to the construction of Kraut Point wharf, Lunenburg County, N.S. Presented June 12, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

232. Return to an Order of the House of the 4th March, 1914, for a return showing:—

1. How much money has been expended in public works in the Counties of Rimouski and Gaspé, respectively, since October 11, 1911.

2. How much of the money so expended was provided for in the estimates of 1911-1912?

3. What amount was expended on the works for which money was not included in the estimates of 1911-1912? Presented April 2, 1914.—*Mr. Marcil (Bonaventure).* *Not printed.*

232*a*. Return to an Order of the House of the 23rd February, 1914, for a return showing how mu h money has been expended on public works in Antigonish County since October 11, 1911.

2. How much of the amount so expended was provided in the estimates for 1911-1912?

3. What amount, not included in the estimates for 1911-1912, was expended on public works in said county? Presented April 2, 1914.—*Mr. Chisholm (Antigonish).*

232*b*. Return to an Order of the House of the 9th February, 1914, for a copy of all papers, reports, documents, correspondence, plans, &c., in reference to a proposed Government public building at Bear River, N.S., and the purchase of a site for the same. Presented April 2, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

232*c*. Return to an Order of the House of the 9th April, 1913, for a copy of all charges, correspondence, pay-rolls, telegrams and other documents relating in any way to the expenditure of money on the harbour improvements at Mabou Harbour by the Department of Public Works, during the years 1911-12, 1912-13. Presented April 2, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*

232*d*. Return to an Order of the House of the 28th May, 1913, was issued to the proper officer for a copy of the specifications and tenders for materials to be used in connection with the proposed dry dock at Lauzon, Quebec. Presented April 2, 1914.—*Mr. Lemieux.* *Not printed.*

232*e*. Return to an Order of the House of the 3rd March, 1913, for a copy of all documents, letters, reports of engineers and statements of detailed expenditure in connection with dredging at Bonaventure River, Quebec. Presented April 2, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed.*

232*f*. Return to an Order of the House of the 3rd March, 1913, for a copy of all petitions, correspondence, reports or other papers or documents in the Department of Public Works relating to the building of a breakwater at Goulman's Point, Half Island Cove, Guysboro' County, N.S. Presented April 2, 1914.—*Mr. Sinclair*..... *Not printed.*

232*g*. Return to an Order of the House of the 16th February, 1914, for a copy of all letters, telegrams, correspondence and documents of all kinds in any way relating to a lighthouse to be built at Red Cape, Margaree Harbour, Inverness County. Presented April 7, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*

232*h*. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, documents, telegrams, correspondence, &c., in reference to the purchase of a site in Saskatoon for a post office building. Presented April 16, 1914.—*Mr. McCrancy.* *Not printed.*

232*i*. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, reports, petitions and documents exchanged by and with the Department of Public Works since the 1st of September, 1911, to date, with the reasons why the construction of the public building, authorized in the town of St. Lin Des Laurentides, County of L'Assomption, as per the estimates of 1911-1912, has not been proceeded with. Presented April 17, 1914.—*Mr. Seguin* ..... *Not printed.*

232*j*. Return to an Order of the House of the 2nd February, 1914, for all correspondence, reports and documents exchanged by and with the Department of Public Works from October, 1911, to date, regarding the non-erection of the public building authorized to be erected at New Carlisle, the county seat of Bonaventure County, in the estimates of 1911-1912. Presented April 17, 1914.—*Mr. Marcil (Bonaventure)*..... *Not printed.*

232*k*. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of all persons who worked on Lingan Bar, South Cape Breton, under Superintendent H. D. McLean, the wages paid to each per diem, the amount paid each or payable to each, and showing generally how the amount voted for such work was expended, and the amount received by H. D. McLean in connection with said work. Presented April 17, 1914.—*Mr. Carroll* ..... *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

232*l*. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, advertisements, tenders, contracts, papers, telegrams, correspondence, returns, reports, accounts, vouchers, receipts, &c., in connection with any dredging performed by the Nova Scotia Dredging Company, or any other company, corporation or individuals, at Jeddore, Halifax County, N.S., in the years 1912 and 1913. Presented April 17, 1914. —*Mr. Maclean (Halifax)*.....*Not printed.*

232*m*. Return to an Order of the House of the 12th May, 1913, for a copy of all papers, telegrams, documents, reports, correspondence, pay-rolls, &c., in any way relating to a life-saving station which was constructed at Cheticamp, during 1912. Presented April 28, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

232*n*. Return to an Order of the House of the 12th March, 1914, for a return showing:—

1. What firms or persons are or have been engaged in dredging for the Government in the harbour of St. John and upon the St. John river and its tributaries since October 1, 1911.

2. What amount has been paid to each firm or person for this work from October 1, 1911, to the present time?

3. Who are the officers, president, manager and secretary of each of these corporations? Presented April 30, 1914.—*Mr. Carvell*.....*Not printed.*

232*o*. Return to an Order of the House of the 16th February, 1914, for a copy of all documents bearing on the repairing and improvement of the Metapedia Road in the Counties of Rimouski and Bonaventure. Presented April 30, 1914.—*Mr. Marcil (Bonaventure)*. *Not printed.*

232*p*. Return to an Order of the House of the 12th March, 1914, for a return showing:—

1. What tug boats, steam or gasoline tenders, have been employed by the Government since September 21, 1911, in connection with the dredging operations in St. John harbour and in the River St. John and its tributaries?

2. Who are the registered owners of these boats and from whom each is hired?

3. The sum paid per day for each tug boat or tender and how many days each has worked in the period referred to.

4. What amount of money has been paid for the service of each boat in the period referred to and to whom it has been paid. Presented April 30, 1914.—*Mr. Carvell*. *Not printed.*

232*q*. Return to an Order of the House of the 9th March, 1914, for a return showing the details as to the nature of the work concerning the damming of the Chateauguay river, the number of men employed, their names, the wages paid in each case and the period of their employment during the calendar year 1913. Presented April 30, 1914.—*Mr. Lemieux*.....*Not printed.*

232*r*. Return to an Order of the House of the 16th March, 1914, for a copy of all letters, telegrams, correspondence, reports, petitions, and communications filed in the Department of Public Works since 1910, relating to the dredging of Antigonish harbour, or the straightening or widening of the channel, or other improvements proposed to be made there. Presented April 30, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

232*s*. Return to an Order of the House of the 23rd March, 1914, for a copy of all letters, papers and other documents relative to the purchase of a lot of land in the town of Stellarton, for a public building. Presented April 30, 1914.—*Mr. Macdonald*.....*Not printed.*

232*t*. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, correspondence, telegrams, letters, pay-rolls, accounts, and vouchers in any way referring to the expenditure of money by this Government in the construction of the new telegraph or telephone line from Baddeck, Victoria County, N.S. ,to North East Margaree, Inverness County, N.S., thence to Big Intervale, Inverness County, N.S., and also in connection with the lines from South West Margaree to Loch Ban, and from Scotsville to Whycocomagh, all in Inverness County, N.S. Presented May 4, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

232*u*. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, documents, telegrams, correspondence, &c., in reference to the purchase of a property or site on Gottingen street, Halifax, for the erection of a post office building. Presented May 4, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

232*v*. Return to an Order of the House of the 16th March, 1914, for a return showing all payments made in the year 1913 in connection with repairs done to, or moneys expended on, the Blue Rock breakwater in Antigonish County, with the names of the persons to whom such payments were made, the amount paid to each, and what such amounts were for. Presented May 4, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

232*w*. Return to an Order of the House of the 9th March, 1914, for a copy of all papers, documents, correspondence, &c., from any person or persons in connection with the purchase of the site for the post office at Canning, N.S. Presented May 4, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

232*x*. Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders received for the construction of a lighthouse at Grand Anse, Gloucester County, N.B., and of the contract awarded. Presented May 5, 1914.—*Mr. Turgeon*.....*Not printed.*

232*y*. Return to an Order of the House of the 16th February, 1914, for a copy of all papers, letters, telegrams, reports, deeds, fees paid to lawyers, and other documents relative to the purchasing of land from Mrs. C. F. Bertrand and Arthemise Dionne, in connection with the works on the southwest side of Rivière-Verte, l'Islet, County of Témiscouata. Presented May 5, 1914.—*Mr. Gauvreau* .....*Not printed.*

232*z*. Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence between the Minister of Public Works, the Minister of Justice, or any other member of the Government, and any person or persons, relating to the location and erection of the new post office in the village of Eganville, County of Renfrew. Presented May 5, 1914.—*Mr. Graham* .....*Not printed.*

232 (2*a*). Return to an Order of the House of the 16th March, 1914, for a copy of all correspondence, documents, recommendations and reports, respecting the dredging of Des Prairies river, the work done, depth, length and width of channel dredged, the list of men employed to perform that work, their salaries respectively, and the amount of money spent on that work since the 22nd of November, 1912, up to the 2nd of February, 1914. Presented May 7, 1914.—*Mr. Wilson (Laval)* .....*Not printed.*

232 (2*b*). Return to an Order of the House of the 6th April, 1914, for a copy of all letters, telegrams, correspondence, complaints, bills, accounts, vouchers, receipts and any documents in any way connected with the expenditure of money at Friar's Head Boat Harbour by Simon P. Doucet, during the years 1912-13, 1913-14. Presented May 7, 1914.—*Mr. Chisholm (Inverness)* .....*Not printed.*

232 (2*c*). Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the public building at Gravelburg, from and since January 1, 1912. Presented May 7, 1914.—*Mr. Knowles* .....*Not printed.*

232 (2*d*). Return to an Order of the House of the 23rd March, 1914, for a copy of all specifications and of all tenders pertaining to the Brantford public building now being erected, and of the contract awarded, and of all correspondence, whether by letter or telegram, with reference thereto. Presented May 7, 1914.—*Mr. Nesbitt*.....*Not printed.*

232 (2*e*). Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all correspondence, telegrams, petitions and memorials received by the Right Honourable R. L. Borden, Premier of Canada, or any other Minister of the Crown since the first day of October, 1911, from J. A. Gillies, Esq., N.S., or any resident of the County of Richmond, N.S., relative to expenditure of public money on public works in the said County of Richmond. Presented May 8, 1914.—*Mr. Kyte.* *Not printed.*

232 (2*f*). Supplementary Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence betewen the Minister of Public Works, the Minister of Justice or any other member of the Government, and any person or persons, relating to the location and erection of the new post office in the village of Eganville, County of Renfrew. Presented May 8, 1914.—*Mr. Graham* .....*Not printed.*

232 (2*g*). Return to an Order of the House of the 2nd February, 1914, for a return showing the dredging operations carried on in Bonaventure County in 1913, together with a copy of estimates, reports, and correspondence. Presented May 11, 1914.—*Mr. Marcil.* *Not printed.*

232 (2*h*). Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence and other documents in reference to the erection of a customs building in the village of Chesley, Riding of South Bruce. Presented May 12, 1914.—*Mr. Truax.* *Not printed.*

232 (2*i*). Return to an Order of the House of the 6th April, 1914, for a copy of all accounts and vouchers covering the expenditure during the calendar year 1913 at South Lake, Lakevale, Antigonish County, and showing in detail, the persons to whom such payments were made, what such payments were for, the number of day labourers employed, and the rate of wages, the quantity of material used and the price paid therefor, the quantity of material hauled to the work and not used, and the persons supplying such material. Presented May 12, 1914.—*Mr. Chisholm (Antigonish).* *Not printed.*

232 (2*j*). Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, papers, telegrams, valuations, appraisals and other documents relative to the obtaining of a site for a public building at Hantsport, Nova Scotia. Presented May 12, 1914.—*Mr. Macdonald* .....*Not printed.*

232 (2*k*). Return to an Order of the House of the 11th February, 1914, for a copy of all correspondence, letters, telegrams, reports, appraisals and other documents relative to the expropriation of the lands of John Campbell and Albert E. Milligan, in connection with the improvements on the East River at Pictou. Presented May 12, 1914.—*Mr. Macdonald* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

232 (2*l*). Return to an Order of the House of the 16th March, 1914, for a copy of all papers, letters and other documents, including pay-lists relating to the expenditure of moneys by the Public Works Department on Falmouth Township Dyke, Hants County, in 1913. Presented May 12, 1914.—*Mr. Macdonald*.....*Not printed.*

232 (2*m*). Return to an Order of the House of the 16th March, 1914, for a copy of all accounts, vouchers, pay-rolls, instructions, correspondence and recommendations relating to the expenditure on the public building at Arichat, N.S., since the 11th day of October, 1911. Presented May 16, 1914.—*Mr. Kyte* .....*Not printed.*

232 (2*n*). Return to an Order of the House of the 4th March, 1914, for a copy of all correspondence and other documents in connection with the letting of the construction for the Toronto harbour works. Presented May 16, 1914.—*Mr. Pardee*.....*Not printed.*

232 (2*o*). Return to an Order of the House of the 2nd February, 1914, for a return showing the nature and cost of works carried on in the County of Bonaventure by the Department of Public Works since October 10, 1911, to date, together with a copy of all reports, estimates, pay-lists, and correspondence in connection therewith. Presented May 27, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*

232 (2*p*). Return to an Order of the House of the 23rd March, 1914, for a copy of all correspondence, documents, recommendations and reports respecting the dredging at Port Elgin, Westmorland County, N.B., with the names of men employed to perform that work, their salaries, respectively, and the amount of money spent on the same from January 1, 1901, to January 1, 1914. Presented May 27, 1914.—*Mr. Robidoux.* *Not printed.*

232 (2*q*). Further Supplementary Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence between the Minister of Public Works, the Minister of Justice, or any other member of the Government, and any person or persons, relating to the location and erection of the new post office in the village of Eganville, County of Renfrew. Presented May 27, 1914.—*Mr. Graham*.....*Not printed.*

232 (2*r*). Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the Immigration Hall at Gravelburg, Sask., from and since the 1st January, 1912. Presented June 1, 1914.—*Mr. Knowles*.....*Not printed.*

232 (2*s*). Return to an Order of the House of the 2nd February, 1914, for a copy of all advertisements, tenders, accounts, vouchers, letters, documents and correspondence relating to the construction of a breakwater at The Graff, Halifax County, N.S. Presented June 2, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

232 (2*t*). Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, telegrams, correspondence, contracts and documents relating to the surrender of a contract for dredging in Miramichi Bay, N.B., by Messrs. A. and R. Loggie, and also with reference to the letting of a contract for the same, or any portion of said work, to the Northern Dredging Company; together with a copy of all notices for tenders, tenders and contracts in connection therewith. Presented June 2, 1914.—*Mr. Carvell.* *Not printed.*

232 (2*u*). Return to an Order of the House of the 6th April, 1914, for a copy of all letters, telegrams, documents, papers, &c., in connection with the purchase by the Government of lots 1 and 2, block 125, plan 96, in the city of Moosejaw, for an examining warehouse site. Presented June 2, 1914.—*Mr. Knowles*.....*Not printed.*

232 (2*v*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, telegrams, correspondence of all kinds, pay-rolls, vouchers, &c., in any way referring to the expenditure of moneys on sheer dams on the Margaree river, at Margaree and North East Margaree, during 1911-1912 and 1912-1913. Presented June 2, 1914.—*Mr. Chisholm (Inverness)* .....*Not printed.*

233. Return to an Order of the House of the 24th April, 1913, for a return showing what officers and men were employed on the dredge *Northumberland* at Pictou in the months of January, February and March, 1913, and the salaries and wages paid to them respectively; the amounts paid for repairs and supplies respectively, for said dredge during said months and to whom paid respectively. Presented April 2, 1914.—*Mr. Macdonald.* *Not printed.*

234. New Lobster Fishery Regulations established by Order in Council of the 25th March, 1914, in lieu of those established by Order in Council of the 30th September, 1910, and all amendments thereto, by virtue of the provisions of Section 54 of the Fisheries Act, chapter 45 of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Hazen, April 7, 1914 .....*Not printed.*

235. Return to an Order of the House of the 23rd March, 1914, for a return showing:—

1. How many engineers there are in the employ of the Intercolonial Railway at Moncton and at other points on that railway, and their names?

2. How many were formerly in the employ of the Canadian Pacific Railway Company?

3. Whether Martin Murphy, C.E., is employed in the service of that railway. If so, when he was employed and what his age is? Presented April 7, 1914.—*Mr. Emmerson* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

236. Return to an Order of the House of the 30th March, 1914, for a return showing the travelling expenses paid by the Government to the Honourable Rodolphe Roy, Judge of the Superior Court at Rimouski, during the years 1912-1913 and 1914, for trips from Quebec to Rimouski and return. Presented April 8, 1914.—*Mr. Boulay*.....*Not printed.*

237. Return to an Order of the House of the 23rd March, 1914, for a return showing:—
1. The names of the lawyers who represented the Department of Justice in the district of Quebec, since the 21st September, 1911.
2. The amount of money paid to each of them. Presented April 8, 1914.—*Mr. Lapointe (Kamouraska)* .....*Not printed.*

238. Return to an Order of the House of the 4th February, 1914, for a copy of all letters, telegrams and documents generally concerning the withdrawal of an appeal in the Supreme Court of Canada, in the case of His Majesty the King, appellant, and Alfred Olivier Falardeau and Constant Napoleon Falardeau, respondents. Presented April 8, 1914.—*Mr. Lemieux* .....*Not printed.*

239. Return to an Order of the House of the 16th March, 1914, for a copy of all transfers of lands by the Militia Department to the Harbour Commissioners of Montreal, and of all correspondence with regard to the same. Presented April 15, 1914.—*Mr. Carvell.*
Not printed.

240. Return to an Order of the House of the 2nd March, 1914, for a return showing:—
1. The quantities of wheat, by grade, received into the terminal elevators at Fort William and Port Arthur, from the date of the weigh-up in 1910, to date of weigh-up in 1911, the same for 1911-1912, and the same for 1912-1913.
2. The quantities, by grade, delivered by each of the said elevators during the same periods.
3. The average or shortage, as the case may be, of each grade in each of the said elevators, as shown by the said weigh-ups in each of those above mentioned periods.
4. The date of the weigh-up in each case. Presented April 15, 1914.—*Mr. Neely.*
Not printed.

241. Return to an Order of the House of the 2nd March, 1914, for a copy of all rules, orders and regulations, &c., affecting the handling of grain made by the Grain Commission to date, and of any changes made in elevator charges and terms, if any. Presented April 15, 1914.—*Mr. Neely* .....*Not printed.*

242. Return to an Order of the House of the 6th April, 1914, for a copy of the new rules and regulations in regard to employees of the Intercolonial Railway and Prince Edward Island Railways. Presented April 15, 1914.—*Mr. Macdonald*.....*Not printed.*

243. Return to an Address to His Royal Highness the Governor General of the 30th March, 1914, for a copy of all correspondence, petitions, lists of shareholders, Orders in Council, licenses, certificates and other papers and documents, and of all renewals thereof, relating to the incorporation and licensing of the Banque St. Jean, the Banque Ville Marie and the Banque Jacques Cartier, all in the Province of Quebec. Presented April 16, 1914.—*Mr. Demers* .....*Not printed.*

243*a*. Return to an Address to His Royal Highness the Governor General of the 23rd March, 1914, for a copy of all correspondence, petitions, lists of shareholdres, Orders in Council, licenses, certificates and other papers and documents and all renewals thereof, relating to the incorporation and licensing of the Bank of Yarmouth, and of all papers and documents relating to the winding up of the business of the said bank. Presented April 16, 1914.—*Mr. Law*.....*Not printed.*

243*b*. Return to an Address to His Royal Highness the Governor General, of the 16th March, 1914, for a copy of all correspondence, petitions, lists of shareholdres, Orders in Council, licenses, certificates and other papers and documents and all renewals thereof, relating to the incorporation and licensing of the Pictou Bank, and of all papers and documents relating to the winding up of the business of the said bank. Presented April 30, 1914. —*Mr. Macdonald* .....*Not printed.*

244. Return to an Order of the House of the 23rd March, 1914, for a copy of the reports made by Colin F. McKinnon, of Taylor's Road, Antigonish County, Frank A. McEchen, of Inverness, N.S., John A. McDougall of Glace Bay, C.B., J. M. McDonald, of Christmas Island, C.B., William Watkins of Cobourg Road, Halifax, S. P. Fream, of Brighton, Digby County, and J. J. Walker of Truro, N.S., special immigration agents appointed from the Province of Nova Scotia. Presented April 16, 1914.—*Mr. Chisholm (Antigonish)* .....*Not printed.*

245. Return to an Address to His Royal Highness the Governor General of the 4th February, 1914, for a copy of all correspondence and papers generally concerning the proposed changes of the Judicial Committee of the Privy Council. Presented April 16, 1914.—*Mr. Lemieux* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

246. Return to an Order of the House of the 2nd March, 1914, for a return giving the following information, as far as may be available, respecting the constitution of Upper Chambers or Senates within the British Empire and in foreign countries, and especially such information in respect of the self-governing Dominions and of foreign countries possessing a federal system of Government:—

1. As to the method of appointment, whether by executive authority or by election by the people, or otherwise.
2. As to the term of appointment, whether for life or for a term of years, or toherwise.
3. As to a re-appointment or re-election, and generally as to the filling of vacancies occasioned by death or otherwise.
4. As to qualifications, whether by age, residence, possession of real or personal property or otherwise.
5. As to limitation of the membership, and as to the numerical relation of the membership to that of the Lower House.
6. As to provisions for dissolution, appeal to the electorate, conferences or additional appointments in case of disagreement between the Upper and Lower House.
7. As to the operation of the various systems in the several Dominions and countries mentioned, and in what respect defects or difficulties have made themselves manifest.
8. All other relevant information respecting the constitution and status of such Upper Chambers. Presented April 16, 1914.—*Mr. Middlebro.*

Printed for sessional papers only.

246a. Further Supplementary Return to an Order of the House of the 2nd March, 1914, for a return giving the following information, as far as may be available, respecting the constitution of Upper Chambers or Senates within the British Empire and in foreign countries, and especially such information in respect of the self-governing Dominions and of foreign countries possessing a federal system of Government:—

1. As to the method of appointment, whether by executive authority or by election by the people, or otherwise.
2. As to the term of appointment, whether for life or for a term of years, or other wise.
3. As to a re-appointment or re-election, and generally as to the filling of vacancies occasioned by death or otherwise.
4. As to qualifications, whether by age, residence, possession of real or personal property or otherwise.
5. As to limitation of the membership, and as to the numerical relation of the membership to that of the Lower House.
6. As to provisions for dissolution, appeal to the electorate, conferences or additional appointments in case of disagreement between the Upper and Lower Houses.
7. As to the operation of the various systems in the several Dominions and countries mentioned, and in what respect defects or difficulties have made themselves manifest.
8. All other relevant information respecting the constitution and status of such Upper Chambers. Presented June 10, 1914.—*Mr. Middlebro....*

Printed for sessional papers only.

247. Return to an Order of the House of the 1st April, 1914, for a return showing:—

1. What it has cost the Government for bottled and distilled water in Ottawa since January 1, 1912, to March 1, 1914?
2. What it is costing the Government per day now for bottled and distilled water? Presented April 16, 1914.—*Mr. Sexsmith*.....*Not printed.*

248. Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters, telegrams, reports and other documents relative to the purchase of land from Joseph Fraser, in connection with the works at Cariboo Island, Pictou County, in the Public Works Department. Presented April 16, 1914.—*Mr. Macdonald....Not printed.*

249. Return to an Order of the House of the 21st May, 1913, for a copy of all correspondence exchanged during the year 1912, between Captain Belanger, commandant of the *Eureka* and the Department of Marine and Fisheries, both at Quebec and Ottawa. Presented April 16, 1914.—*Mr. Boulay* .....*Not printed.*

250. Return to an Order of the House of the 23rd March, 1914, for a return showing:—

1. The names of the wharfingers at Coteau Landing from 1900 to 1914.
2. The names of the vessels which moored there during that period.
3. What wharfage each of those vessels paid during that time?
4. What wharfage a coaler paid for unloading between 1900 and 1912? Presented April 17, 1914.—*Mr. Paquet*.....*Not printed.*

251. Return to an Order of the House of the 4th March, 1914, for a copy of all correspondence, letters, telegrams and documents in connection with the removal of ice in Yarmouth, N.S., harbour, by C.G.S. *Stanley* in February, 1914. Presented April 21, 1914.—*Mr. Law* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

252. Report of the Royal Commission on Penitentiaries, together with the evidence taken and exhibits filed before the said commission. Presented by Hon. Mr. Doherty, April 22, 1914. (Report only) .....*Printed for distribution and sessional papers.*

253. Return to an Order of the House of the 9th March, 1914, for a return showing:—

1. How many professors, lecturers and inspectors the Department of Agriculture has in the Province of Prince Edward Island?

2. Their names, the salaries they receive, and the travelling expenses of each.

3. The duties of these professors, lecturers and inspectors?

4. How many meetings were held or demonstrations given by each of these professors, lecturers and inspectors during the months of March, April, May, June, July, August, September and October last year?

5. Where each meeting was held or demonstration given, and how each was advertised?

6. How many boxes, baskets and barrels of fruit were inspected last season, and the kinds of fruit so inspected?

7. When and where the inspection took place and how many boxes, baskets and barrels were found to be improperly or falsely marked?

8. Whether the Department received a resolution or petition from the Fruit Growers' Association of Prince Edward Island.

9. If so, what prayer or request the said resolution or petition contained, and what the Department has decided to do in regard to the matter?

10. How many cheese and butter factories were operated in each of the counties of Prince Edward Island in the year 1910 and how many in the year 1913. Presented April 22, 1914.—*Mr. Hughes (P.E.I.)* .....*Not printed.*

254. Return to an Order of the House of the 26th February, for a return showing:—The freight rates charged during the years 1912 and 1913 on wheat from Fort William or Port Arthur to ports on the Georgian Bay and Canadian ports on Lake Huron and Lake Erie, by the Canadian Pacific Steamship Line, the Northern Navigation Company, the Merchant's Mutual Line, Inland Lines, and the Canadian Lake Line. Presented April 24, 1914.—*Mr. Aikins* .....*Not printed.*

255. Return to an Order of the House of the 23rd March, 1914, for a copy of all letters, papers, telegrams, recommendations and documents of every kind in connection with the purchase of a Rifle Range near Souris, Prince Edward Island. Presented April 27, 1914. —*Mr. Hughes (P.E.I.)* .....*Not printed.*

256. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, advertisements, tenders, bids, contracts, telegrams, correspondence, accounts, receipts, vouchers, &c., in reference to the supply of meats, hay, oats, and all other supplies for the 1913 summer and autumn drill at Aldershot Camp,, Nova Scotia. Presented April 27, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

256a. Return to an Order of the House of the 30th March, 1914, for a copy of all advertisements, tenders, contracts, documents, papers, &c., relative to the supply of ice for the Aldershot Military Camp, N.S., for the season of 1914. Presented May 29, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

257. Return to an Order of the House of the 1st April, 1914, for a Return showing:—

1. The total amount paid for pensions by the Department of Militia and Defence for the year ending March 31, 1913.

2. The number of militia officers at present on the pay-roll of the permanent corps.

3. How many private soldiers are at present on the pay-roll of the permanent force?

4. How many private soldiers joined the force during 1913?

5. How many deserted during 1913?

6. The gross amount expended by the Department of Militia and Defence for the salaries of officers and officials of every kind in the employ of the Department at Ottawa or elsewhere during the fiscal year 1912-1913.

7. The gross amount paid out for services to the private soldiers of the permanent corps during the said year 1912-1913. Presented April 27, 1914.—*Mr. Sinclair.* *Not printed.*

258. Return to an Order of the House of the 4th February, 1914, for a copy of all letters, telegrams, &c., exchanged between the Department of Militia and Messrs. A. Macdonald, E. Montpetit and others, in connection with the organization of the 33rd Hussars, at Vaudreuil and Soulanges. Presented April 27, 1914.—*Mr. Boyer*.....*Not printed.*

259. Return to an Order of the House of the 9th March, 1914, for a copy of all letters, telegrams, reports, and other correspondence, in possession of the Department of Militia and Defence, relating to the purchase of land in Farnham, Quebec, for a military camp ground. Presented April 27, 1914.—*Mr. Kay*..... *Not printed.*

260. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence between the Department of Agriculture or the Department of Customs and C. S. Campbell, Esq., K.C., relating to the importation of pure-bred animals into Canada. Presented April 27, 1914.—*Mr. Kay* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

261. Return to an Order of the House of the 2nd March, 1914, for a copy of all correspondence, letters, telegrams, and other documents relative to the immigration of Asiatics, including Hindus, Japanese and Chinese, which have a bearing either directly or indirectly upon the Order in Council passed by the Government during December, 1913, restricting immigration into the Province of British Columbia. Presented April 27, 1914.—*Mr. Oliver* .....*Not printed.*

262. Return to an Address to His Royal Highness the Governor General of the 30th March, 1914, for a copy in duplicate of all leases, agreements, correspondence, Orders in Council and other documents relating to the water-power or privileges connected with the Stevens Dam, so called, that had been constructed across the River Trent at the village of Campbellford, together with a copy in duplicate of a license in connection with said dam, granted to the Honourable James Cockburn and others under date December 9, 1869, and of all correspondence with, and opinions of, the Minister of Justice at the time of the granting of said license and since that date; also a duplicate copy of all papers, correspondence, Orders in Council and other documents relating to or connected with the cancellation, termination and revocation of such license on the 12th of August, 1911, and of all correspondence, propositions, agreements or other documents had and made by, to or with the Trent Valley Woollen Manufacturing Company, Limited, and of all correspondence with the Department of Justice and opinions thereof relating thereto; also a duplicate copy of all correspondence, reports, Orders in Council and other documents referred to or mentioned in an Order in Council of date August 25, 1913, set forth on page W 398, in the third volume of the Auditor General's Report, 1913, and of all correspondence with the Auditor General and by and between the Auditor General and any department of Government relating thereto or connected therewith. Presented April 27, 1914.—*Mr. Emmerson* .....*Not printed.*

263. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, deeds, contracts, &c., in connection with the purchase by the Board of Harbour Commissioners of Quebec, of a stone quarry at St. Nicholas, Que. Presented April 28, 1914. —*Mr. Lemieux* .....*Not printed.*

264. Return to an Order of the House of the 6th April, 1914, for a copy of all petitions, correspondence, telegrams and other papers and documents received by the Department of Marine and Fisheries since January 1, 1914, relating to the transportation of fish from the Maritime Provinces to the United States, and of all replies thereto. Presented April 29, 1914.—*Mr. Sinclair*.....*Not printed.*

265. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, deeds and contracts in connection with the purchase by the Department of Agriculture of a quarantine station at Lévis, Que., on or about July 29, 1913. Presented April 29, 1914.—*Mr. Lemieux* .....*Not printed.*

265. Copy of Order in Council No. P. C. 976, dated 18th April, 1914, "Revised Regulations governing the entry of Naval Cadets." Presented by Hon. Mr. Hazen, April 30, 1914. *Not printed.*

266*a*. Copy of Order in Council dated 18th May, 1914, concerning the organization of a Naval Volunteer Force. Presented by Hon. Mr. Hazen, May 23, 1914.....*Not printed.*

267. Return to an Order of the House of the 4th March, 1914, for a copy of all papers, correspondence and telegrams concerning the deportation of Bhwagan Singh, a Sikh priest, in defiance of a writ of Habeas Corpus. Presented April 30, 1914.—*Mr. Lemieux.* *Not printed.*

268. Statement of receipts and expenditures of the National Battlefields Commission to 31st March, 1914, as required by 7-8 Edward VII, chapter 57, section 12. Presented by Hon. Mr. White, May 4, 1914.....*Not printed.*

269. Copy of the trust deed, dated 30th June, 1903, between the Canadian Northern Railway Company and the British Empire Trust Company and the National Trust Company, Limited. Presented by Hon. Mr. Borden, May 4, 1914.....*Not printed.*

269*a*. Copy of the trust deed, dated 6th May, 1910, between the Canadian Northern Railway Company and the British Empire Trust Company and the National Trust Company, Limited. Presented by Hon. Mr. Borden, May 4, 1914.....*Not printed.*

269*b*. Copy of the trust deed, dated 19th November, 1913, between the Canadian Northern Railway Company, Mackenzie, Mann & Co., Limited, and the British Empire Trust Company, and the National Trust Company, Limited. Presented by Hon. Mr. Borden, May 4, 1914.....*Printed for distribution and sessional papers.*

269*c*. Statement showing the floating liabilities of the railway companies embraced in the general title of the Canadian Northern Railway System. Presented by Hon. Mr. Borden. May 4, 1914 .....*Not printed.*

269*d*. Statement of securities pledged as collateral to temporary loans of the Canadian Northern System. Presented by Hon. Mr. Borden, May 4, 1914.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

269*e*. Statement showing the engineer's estimate of the cost of completing the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 4, 1914.....*Not printed.*

269*f*. Statement of capital stock authorized and issued, of the companies set out in the first schedule. Presented by Hon. Mr. Borden, May 6, 1914.....*Not printed.*

269*g*. Approximate estimate of betterments for six years of the lines of the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 6, 1914.....*Not printed.*

269*h*. Statements as on 31st December, 1913, bearing on the financing of the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 6, 1914.....*Not printed.*

269*i*. Papers and statements in respect to the Canadian Northern Railway System:—
1. Correspondence, including official application for aid.
2. Detailed statements showing particulars of capitalization, earnings, cost to complete, &c. Presented by Hon. Mr. Borden, May 6, 1914.
Printed for distribution and sessional papers.

269*j*. Copy of trust deed dated October 4, 1911.—The Canadian Northern Railway to the Guardian Trust Company, Limited, and the British Empire Trust Company, Limited, and His Majesty the King and the Canadian Northern Railway Company. Presented by Hon. Mr. Borden, May 7, 1914.....*Printed for distribution and sessional papers.*

269*k*. List of companies whose total issued stock is owned by the Canadian Northern Railway Company; also, list of companies whose total issued stock is to be transferred to The Canadian Northern Railway Company; and also, list of companies in which the controlling interest is to be transferred to The Canadian Northern Railway Company. Presented by Hon. Mr. Borden, May 7, 1914.....*Not printed.*

269*l*. Further statements bearing on the financing of the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 7, 1914.
Printed for distribution and sessional papers.

269*m*. Correspondence and telegrams received from the premiers of the Provinces of Nova Scotia, British Columbia, Alberta, and the Acting Premier of Saskatchewan, in regard to the granting of aid to the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 7, 1914..... *Printed for distribution and sessioanl papers.*

269*n*. Copy of trust deed dated 28th December, 1903.—The Lake Superior Terminals Company, Limited, and the National Trust Company, Limited, and the Canadian Northern Railway Company. Presented by Hon. Mr. Borden, May 11, 1914.....*Not printed.*

270. Return to an Order of the House of the 20th April, 1914, for a copy of all letters, telegrams and other documents relating to the refusal of the Railway Department, or any official of the Intercolonial Railway to permit employees of the railway at Moncton to attend the militia camp in the last year. Presented May 6, 1914.—*Mr. Macdonald.*
Not printed.

271. Return to an Order of the House of the 23rd March, 1914, for a copy of all correspondence received by the Government since October 1, 1911, to date, from John M. Cormick, of Sydney Mines, N.S., in reference to the following matters in the Riding of North Cape Breton and Victoria:—Railway extension into the Riding of North Cape Breton and Victoria; the opening of the harbour at Dingwall, Aspey Bay, C.B.; the breakwater at Meat Cove in the said Riding; the boat harbour at Bay St. Lawrence; the breakwater at White Point; the breakwater at Neil's Harbour; the breakwater at McLeod's, Ingonish; in respect to Ingonish Harbour; the breakwater at Breton Cove; the breakwater at Little Bras d'Or; the breakwater at Cape Dauphin; the breakwater at Point Aconi; the proposed wharf at North Sydney the proposed extension of the breakwater at North Sydney; the bringing of the Intercolonial Railway to the ballast ground at North Sydney; the wharf at Sydney Mines; the wharf at Leitches Creek; the repairs to the wharf at Groves Point; the rebuilding of the wharf at Boisdale; the breakwater at Jamesville; the wharf at Castle Bay, and the proposed wharf at Shenacadie. Presented May 7, 1914.—*Mr. McKenzie*.....*Not printed.*

272. Copy of all letters, documents and correspondence relating to action by the Government in regard to the relief of the shareholders and depositors of the Farmers Bank, and of the Order in Council appointing Sir William Meredith as Commissioner, and all correspondence in relation thereto. And also, Statement of Affairs, &c., relating to the Farmers Bank of Canada. Presented by Hon. Mr. White, May 8, 1914....*Not printed.*

273. Return to an Order of the House of the 6th April, 1914, for a copy of all letters, telegrams and correspondence received by the Postmaster General in connection with complaints made that the postmaster at Yarmouth North, N.S., had been or is selling stamps outside his jurisdiction. Presented May 8, 1914.—*Mr. Law*.....*Not printed.*

274. Return to an Order of the House of the 9th February, 1914, for a return showing the number of criminals released on parole from the various penitentiaries of the Dominion for the year ending March 31, 1913; the offence for which each prisoner so released was convicted, and showing at the same time whether such offence was a first, second, or subsequent offence. Presented May 8, 1914.—*Mr. Sinclair*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

275. Return to an Order of the House of the 9th March, 1914, for a return showing:—
1. How many acres of public land have been given to railway companies in the Dominion of Canada by the Federal Government from 1878, to the present time?
2. How many acres were granted in each year during the above period of time? Presented May 11, 1914.—*Mr. Tobin* ..... *Not printed*

276. Return to an Order of the House of the 2nd February, 1914, for a return showing the receipts and expenses of the post office at St. Philippe, East, and of the post office at St. Philippe, West, in the parish of St. Philippe de Néri, since the first of June, 1912, to date. Presented May 11, 1914.—*Mr. Lapointe (Kamouraska)* ..... *Not printed.*

277. Report of the Dominion Wreck Commissioner in the matter of a formal investigation into the causes which led to the British steamer *Saturnia* touching the ground in the Lower Traverse, River St. Lawrence, on Tuesday, April 28, 1914. Presented by Hon. Mr. Hazen, May 12, 1914..... *Printed for sessional papers only*

278. Report of the Dominion Wreck Commissioner in the matter of a formal investiagtion into the causes which led to the stranding of the British steamship *Montfort*, on Beauport Bank, River St. Lawrence, on Tuesday, April 28, 1914. Presented by Hon. Mr. Hazen, May 12, 1914..... *Printed for sessional papers only.*

279. Return to an Address to H's Royal Highness the Governor General of the 2nd February, 1914, for a copy of the Order in Council appointing Arthur Plaunte, Esq., a Commissioner to receive claims against the Atlantic and Lake Superior Railway, the Baie des Chaleurs Railway and the Quebec Oriental Railway, and of the report of said Commissioner and of the statement of claims accepted and those rejected by him, with the reasons therefor, as well as of all correspondence, memorials, petitions and documents, generally bearing on said subject. Presented May 12, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed.*

279*a*. Supplementary Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of the Order in Council appointing Arthur Plaunte, Esq., a Commissioner to receive claims against the Atlantic and Lake Superior Railway, the Baie des Chaleurs Railway and the Quebec Oriental Railway and of the report of said Commissioner and of the statement of claims accepted and those rejected by him, with the reasons therefor, as well as of all correspondence, memorials, petitions and documents, generally bearing on said subject. Presented May 22, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed.*

280 Return to an Order of the House of the 6th April, 1914, for a copy of all correspondence, accounts, indemnities, travelling expenses, &c., from Fraserville to Quebec, and of all other documents relating to the amount of money received each year by His Honour Mr. Justice Ernest Cimon, from 1890 to 1913, as Judge of the Superior Court sitting at Quebec, during the time he was connected with the District of Kamouraska. Presented May 16, 1914.—*Mr. Gauvreau* ..... *Not printed.*

281. Report of the delegates appointed by the Government of Canada to attend the "International Purity Congress," held in the city of Minneapolis, Minn., November 7-12, 1913. Presented by Hon. Mr. Borden, May 16, 1914..... *Not printed.*

282. Agreement between the Government and steamship companies for mail carriage between Canadian and European ports.—*(Senate)* ..... *Not printed.*

283. Return to an Order of the House of the 15th April, 1914, for a return showing:—
1. How many passengers have been carried over the Intercolonial Railway from St. John to Halifax, and from Halifax to St. John, respectively, under the agreement made on the 30th September, 1913, between the Canadian Government Railways by F. P. Gutelius, General Manager and the Canadian Pacific Railway Comapny, by G. M. Bosworth, General Traffic Manager, from the 15th November, 1913, when the said agreement went into effect, to the 31st March last?
2. How many tons of freight of each of the classes mentioned in said agreement have been carried each way over the Intercolonial Railway between St. John and Halifax, under said agreement during said period?
3. What have been the total earnings by the Intercolonial Railway under said agreement up to the 31st March last, for passengers and freight carried, respectively?
4. What amount has been paid to or earned by the Canadian Pacific Railway for car hire under said agreement?
5. What number of empty cars of the Canadian Pacific Railway Company have been hauled by the Intercolonial Railway free under said agreement, and what has been the cost of such haulage?
6. What would have been the total amount paid by the Canadian Pacific Railway Company to the Intercolonial Railway, under the tariff prevailing at the time of the making of said agreement, for the passengers and the freight so carried, respectively?
7. Whether the said agreement has been submitted, as promised by the Government, to the Board of Railway Commissioners by the Minister of Railways for the purpose of having the Board determine as to whether or not said agreement is discriminatory against the port of St. John. If not, why was it not so submitted?

CONTENTS OF VOLUME 28—*Continued.*

8. If it is the intention of the Minister of Railways to renew the said agreement, or to put in force a similar agreement, during the next Winter Port season.

9. What agreement the Government intends to make as to the Atlantic termini of the fast Atlantic mail steamers for the winter of 1914-1915. Presented May 22, 1914.—*Mr. Pugsley* ..... *Not printed.*

284. Return to an Order of the Senate dated 15th May, 1914:—

1. How many judges have been retired since 1880?
2. What are their names?
3. What salary did they receive in each case?
4. How many years did they serve in each case?
5. What was the reason given for their retirement?
6. How much did they receive for retirement allowance each year in each case? Ordered, that the same do lie on the table, and it is as follows.—*(Senate).*

Not printed.

285. Return to an Address to His Royal Highness the Governor General of the 9th March, 1914, for a copy of all petitions, letters, telegrams and documents by any and all parties to and by the Department of Railways and Canals, or any other Department of the Government, with reference to the Southampton Railway Company, also of all reports of engineers and recommendations regarding a subsidy to the said railway, and of all Orders in Council granting same, and of all other documents and memoranda in the possession of the Department of Railways and Canals or other Departments of the Government regarding the said railway. Presented May 27, 1914.—*Mr. Carvell.*

Not printed.

286. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, papers, documents, contracts, &c., between the Government of Canada and any company, firm or individuals from May 1, 1913, to December 1, 1913, referring to the establishment of a subsidized steamship service between Canada and the British West Indies. Presented May 27, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

287. Return to an Order of the House of the 11th May, 1914, for a copy of all papers, letters, telegrams, accounts and receipts concerning advances made to the Montagnais Band of Indians through the agency of Seven Islands, Quebec. Presented May 29, 1914.—*Mr. Lemieux* ..... *Not printed.*

288. Return to an Order of the House of the 11th May, 1914, for a copy of all papers, letters, telegrams, accounts and receipts, concerning advances or payments made by the Government to Newton Wesley Rowell, K.C., for legal services in connection with the Oko Indian litigation. Presented May 29, 1914.—*Mr. Sharpe (Ontario)* ..... *Not printed.*

288a. Return to an Order of the House of the 6th May, 1914, for a return showing:—

1. Whether the Government paid Newton Wesley Rowell, K.C., any sums of money for legal services during the past fifteen years?
2. If so, the amounts and when?
3. Whether the Government paid the firm of which Mr. Rowell is the senior partner any sums of money for legal services?
4. If so, the amounts and in what years? Presented May 29, 1914.—*Mr. Sharpe (Ontario)* ..... *Not printed.*

289. Return to an Order of the House of the 20th April, 1914, for a return showing:—

1. The date of the incorporation of the Canadian National Bureau of Breeding, Limited, with the names, addresses and occupations of the charter members of said Company.
2. The amount of capital of the Company and the number of shares into which it is divided.
3. The number of shares taken from the commencement of the Company up to the date of the return.
4. The amount of calls made on each share, the total amount of calls received, the total amount of calls unpaid, and the total number of shares forfeited.
5. The names, addresses and occupations of the persons who have ceased to be members within the twelve months next preceding, and the number of shares held by each of them.
6. The amount of money paid to said Company by the Government in each year since incorporation. Presented May 29, 1914.—*Mr. Sutherland* ..... *Not printed.*

290. Return to an Order of the House of the 9th February, 1914, for a copy of all reports made by the inspectors of agents for placing farm labourers and domestic servants in Canada during the calendar years 1912 and 1913. Presented May 29, 1914.—*Mr. Sutherland.*

Not printed.

291. Return to an Order of the House of the 2nd March, 1914, for a return showing all the buildings, houses, offices and immoveables, occupied by the Federal Government in Montreal, for the use of the various Departments and services of each branch of the administration, together with the following information in each case; for what Department and for what service; where situated, street and number thereof; whether Government property or under lease; in the latter case, the length of lease, the rent per annum and also the other charges that may be imposed upon the Government. Presented June 1, 1914.—*Mr. Wilson (Laval)* ..... *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

292. Return to an Order of the House of the 4th May, 1914, for a copy of all correspondence exchanged by and with the Department of Public Works or the Post Office Department, relating to an application or applications for a post office building at the town of Melville, Province of Saskatchewan. Presented June 4, 1914.—*Mr. MacNutt.*
Not printed.

293. Memorandum, correspondence, estimates of cost, &c., in connection with the construction of the Grand Trunk Pacific Railway—Mountain Section. Presented by Hon. Mr. Borden, June 4, 1914.....*Not printed.*

294. Return to an Order of the House of the 4th February, 1914, for a return showing the names and addresses of the people with whom pure bred animals have been placed by the Department of Agriculture, the breed in each case, and the conditions on which these animals were placed. Presented June 5, 1914.—*Mr. Kay*.....*Not printed.*

295. Return to an Order of the House of the 30th March, 1914, for a copy of all correspondence, telegrams, instructions, accounts, vouchers and other papers and documents relating to the purchase of live stock in the Maritime Provinces by one Howard Corning of Yarmouth, N.S., during the period of his employment; also a copy of the appointment of the said Howard Corning and of all correspondence, complaints and other documents relating to the dismissal of the said Howard Corning, if he has been dismissed or retired from the service, together with a copy of all recommendations, correspondence and other papers relating to the appointment of the said Howard Corning's successor. Presented June 5, 1914.—*Mr. Sinclair* .....*Not printed.*

296. Return to an Order of the House of the 19th March, 1914, for a return showing:—
1. How many pure bred stallions and bulls have been purchased by the Department of Agriculture for the use of settlers in the Provinces of Manitoba, Saskatchewan and Alberta since the first of January, 1912, to date.?
2. Where these animals were purchased, and from whom; and also the price paid for them respectively. Presented June 5, 1914.—*Mr. Douglas*.....*Not printed.*

297. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, including letters, telegrams and accounts, regarding the purchase and disposal during year 1913, of all horses, cattle, sheep and swine for the Department of Agriculture, Province of Quebec for Experimental Farms, or for the improvement of stock, together with a return showing the commission and fees paid, and to whom paid, for and on account of said purchases. Presented June 8, 1914.—*Mr. Robb*....*Not printed.*

298. Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all arrangements made between the Government and the various Provinces under the Agricultural Instruction Act. Presented June 10, 1914.—*Sir Wilfrid Laurier* .....*Not printed.*

299. Partial Return to an Address to His Royal Highness the Governor General of the 4th March, 1914, for a copy of all correspondence, telegrams, petitions, Orders in Council, and other papers and documents, relating to subventions or assistance given, or to be given, by the Department of Marine and Fisheries or the Department of Agriculture to firms or joint stock companies, or persons operating cold storage plants for the preservation of fish products in Nova Scotia during the years 1908, 1909, 1910, 1911, 1912 and 1913, excluding such correspondence, &c., as relates to companies known as Fishermen's Bait Association. Presented June 10, 1914.—*Mr. Sinclair*.....*Not printed.*

300. Copy of Order in Council No. P.C. 1386, of the 29th May, 1914, concerning the regulations governing the Radiotelegraph administration. Presented by Hon. Mr. Hazen, June 11, 1914 .....*Not printed.*

300a. Copy of regulations governing Radiotelegraphy promulgated under section 11, Radiotelegraph Act, 1913. Presented by Hon. Mr. Hazen, June 11, 1914.....*Not printed.*

301. Return to an Order of the House of the 27th April, 1914, for a copy of all letters, tenders, telegrams, plans, specifications and other documents in regard to the construction of the new ice breaker by the Canadian Vickers Company of Montreal. Presented June 11, 1914.—*Mr. Macdonald* .....*Not printed.*

302. Return to an Address to His Royal Highness the Governor General of the 16th March, 1914, for a copy of all petitions, letters, affidavits, telegrams and documents to and by the Department of Justice, or any oaher Department of Government, on behalf of or in reference to Wm. J. Kelley, a prisoner in the United States federal prison at Atlanta, Ga., and of all the letters, telegrams and other memoranda between the Department of Justice, or any other Department of the Government, and the British Ambassador at Washington, or the Government of the United States, regarding the imprisonment and proposed liberation of the said Wm. J. Kelley. Presented June 12, 1914.—*Mr. Carvell.*
Not printed.

EIGHTH REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FOR THE YEAR ENDING MARCH 31

1913

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY J. DE L. TACHE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1914

[No. 20c—1914.]

BOARD OR RAILWAY COMMISSIONERS FOR CANADA

H. L. Drayton, K.C., *Chief Commissioner.*

D'Arcy Scott, *Assistant Chief Commissioner.*

Hon. M. E. Bernier, *Deputy Chief Commissioner.*

James Mills, *Commissioner.*

S. J. McLean, *Commissioner.*

A. S. Goodeve, *Commissioner.*

A. D. Cartwright, *Secretary.*

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REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

To His Excellency the Governor in Council:

Pursuant to the provisions of section 62 of the Railway Act, as amended by section 12 of chapter 32, 8-9 Edward VII, the Board of Railway Commissioners has the honour to submit its Eighth Report, for the year ending March 31, 1913.

Further, since the submitting of the Board's last report there have been no amendments to the Railway Act.

PUBLIC SITTINGS.

The following public sittings were held between April 1, 1912, and March 31, 1913:—

PROVINCE OF ONTARIO.

Ottawa.—April 2, 22; May 7, 13, 21; June 4, 17, 18, 19; July 3; August 22; September 17; October 1, 7, 8, 9, 10, 15, 16; November 4, 5, 6, 8, 27; December 3, 10, 17; January 7, 8, 9, 10, 11, 20, 21 (1913); February 4, 10, 11, 12, 13, 18 (1913); March 4, 18 (1913).

Toronto.—April 29, 30; May 23, 25; September 26, 27, 28; November 6; February 6, 7 (1913).

Hamilton.—May 22.

Peterborough.—May 31.

North Bay.—June 14.

Woodstock.—June 20.

St. Marys.—June 21.

St. Thomas.—June 21.

Windsor.—June 22; February 8 (1913).

Fort William.—July 17; November 8.

Arnprior.—February 3 (1913).

Port Hope.—February 5 (1913).

PROVINCE OF QUEBEC.

Montreal.—April 22; June 11, 12, 13, 14, 15; July 11; October 29; February 27 (1913).
Quebec.—July 10.
St. John.—July 8.

PROVINCE OF NEW BRUNSWICK.

St. John.—July 9.

PROVINCE OF NOVA SCOTIA.

Windsor.—June 6.

PROVINCE OF MANITOBA.

Winnipeg.—July 18; November 11; December 16.

PROVINCE OF SASKATCHEWAN.

Regina.—July 22; December 13.
Saskatoon.—July 23; November 18; December 16.
Moosejaw.—July 20; December 12.

PROVINCE OF ALBERTA.

Calgary.—July 25; November 25.
Edmonton.—July 24; November 22.
Banff.—November 26.
Lethbridge.—December 11.

PROVINCE OF BRITISH COLUMBIA.

Vancouver.—July 27, 28, 29; November 28, 29.
Victoria.—July 30; December 2.
Nelson.—December 9.

NORTHWEST TERRITORIES.

The Pas.—November 16.

The total number of public sittings was one hundred and two, at which six hundred and ninety-eight applications were heard, a list of which, together with the disposition of the same, will be found under appendix "B." It is not practicable to cover in this report the work of the year; but for general information and reference, certain of the more important matters dealt with by the board are herein referred to.

RAILWAY GRADE-CROSSING FUND.

In accordance with provisions of section 7 of 8-9 Edward VII, chapter 32, entitled an Act to amend the Railway Act, provision was made that the sum of $200,000 each year, for five consecutive years from the first day of April, 1909, was appropriated and set apart from the Consolidated Revenue Fund for the purpose of aiding in the providing, by actual construction work, of protection, safety, and convenience for the public in respect of highway crossings of the railway at rail level, in existence on the first day of April, the said sums to be placed to credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board subject to certain limitations set out in the amending Act, solely towards the

cost (not including that of maintenance and operation) of actual construction work for the purpose specified.

In dealing with such crossings, the Board issued, between the 1st of April, 1909, and the 31st of March, 1913, 219 orders, providing protection as follows:—

By Electric bells	127
Gates	51
Subways	34
Overhead bridges	16
Diversion of highways	12
Closing of streets	2
Removal of hill	1
Total number of crossings protected	243

Total number of crossings protected for the year ending April 1, 1913, was seventy-one, as compared with the total number of forty-three for the previous year ending April, 1912.

EXPRESS RATES ON SMALL FRUITS AND VEGETABLES.

The matter of express rates on fruit came before the Board for adjudication in connection with an application of Messrs. Stockton and Mallison, of Regina, Sask., for the restoration of the cancelled express rates of $2 per 100 pounds on fruit in carloads from Lewiston, Idaho; Hood River, Oregon; and Riparia and Walla Walla, Washington; to Winnipeg and intermediate points (including Regina via Kingsgate), and that the minimum carload weight be made 15,000 pounds; also that the same rate and minimum weight be applied from Milton, Oregon, Seattle, Tacoma, and Puyallup, Wash., U.S.A. The application was heard at a sittings of the Board held on March 22, 1912, at Regina, Sask., before the Honourable J. P. Mabee, chief commissioner, and Commissioner S. J. McLean. The judgment of the Board was delivered by the Chief Commissioner, dismissing the application. The following is the judgment referred to:—

The Chief Commissioner:

At the hearing at Regina, the applicants alleged that they were applying for a rate on berries, small fruit, and vegetables, from Lewiston, Idaho; Hood River, Oregon; and Riparia and Walla Walla, Washington; to Regina.

It was stated that the American carriers by express were "most anxious to make tariffs with the Dominion Express Company." It was further stated that it was only a matter for the Dominion Express Company's concurrence. These features are, of course, most material, because the Board has no jurisdiction over either the carriers by express from the points mentioned within the United States or the traffic originating thereat. It will be obvious that the Board could not require these carriers to join with the respondents in establishing a through rate of $2, with a 15,000-pound minimum, as asked from these foreign points, because no means exists for enforcing any such direction.

Section 336 of the Railway Act requires joint tariffs to be filed covering all traffic carried into Canada from a foreign country; but no order of this Board could properly be made directing that such tariff should be filed by the initial carrier, and, if made, no such order could be enforced.

The case closed upon the understanding that the applicants would obtain from the Great Northern Express Company a letter signifying its consent or willingness

to join in such joint through tariffs, setting forth the divisions and other material matter, or expressing its willingness to file such tariffs. While the Board could not require this foreign carrier to either file or concur, it might require the respondents to file, if the foreign carrier concurred, or concur if the foreign carrier were willing to file tariffs of the kind asked for, if they were thought by the Board to be fair and reasonable.

Instead of being able to get the concurrence or consent of the Great Northern Express Company, it now appears that the traffic manager of that company has refused to join in a $2 rate, with division upon the usual basis of local rates to and from Spokane.

In a subsequent letter to a representative of the applicants, the Great Northern Express Company states that it is willing to accept 80 cents per 100 pounds out of whatever rate the applicants might make with the respondents, based upon 20,000 pounds minimum. The local rates to Spokane are $1.10 per 100 pounds upon a 15,000-pound minimum. This reduction proposed by the Great Northern Express Company would then be about $5 per car, and in no way meets the claims advanced by the applicants. The rate covered by respondents' tariffs on these fruits and vegetables, from Spokane to Calgary, Regina, and Medicine Hat, is $2 per 100 pounds, minimum 20,000 pounds, and to Strathcona and Saskatoon, $2.25 per 100 pounds. This added to the Great Northern Express Company's local to Spokane makes through rates of $3.10 and $3.35 respectively.

The Board has no information before it upon which it could say that $2 would be a reasonable joint rate from these points, even if it had any jurisdiction over the haul in the foreign country.

It was contended at the hearing that, inasmuch as the respondents, in 1908, had a joint through tariff of the kind now claimed in effect with the Great Northern Express Company, the Board might require them to reinstate that tariff.

It was contended at the hearing that the present application was on all fours with the application in 1909 of Stockton and Mallinson in regard to freight rates on citrus fruits, and that a similar disposition might be made by the Board. However, in that case the Canadian Pacific Railway Company had specifically admitted that the rate of $1.60 therein referred to was reasonable. It further developed that the portion of the rate received by the American carriers concerned was a combination of the full local for one carrier, and a percentage for another. When the new rate was established, these carriers insisted on having exactly the same amounts under the new rate as they had under the old. Actually, therefore, the only change made was in the proportion of the through rate received by the Canadian Pacific. In the present case the reinstatement of a rate is required as to certain points to which it formerly applied; its extension is also asked for to points to which it was not formerly applicable. In regard to re-establishing the rate, the American carriers by express have not concurred, and the difference in rates is such that it would be unfair to require the Dominion Express Company to accept all the shrinkage necessary to bring the through rate down to $2. The Board has no power to require the express companies operating in American territory to bear any part of this necessary shrinkage. As to the extension of the rate to points in the United States to which it did not formerly apply, the Board has no jurisdiction so to order.

Difficulties of this character regarding international traffic are continually arising; no tribunal now exists that can deal with them, and until such body is established, shippers and others must be left to work their disputes out with the carriers as best they can.

Application dismissed.

Commissioner McLean concurred.

April 16, 1912.

SESSIONAL PAPER No. 20c

OPENING OF RAILWAYS FOR THE CARRIAGE OF TRAFFIC.

The question of the provisions of section 261 of the Railway Act, in connection with the opening of a railway company's line for the carriage of traffic other than for the purposes of construction came before the Board for consideration in connection with certain petitions of the residents of Resplendent, B.C., Fitzhugh, Alta., Moose Lake, B.C., Prairie Creek, Alta., Edmonton, Alta., Edson, Alta., and Hinton, Alta., for an order that the Grand Trunk Pacific Railway Company be compelled to open for traffic its line from Prairie Creek, west. The application was heard at sittings of the Board held in Edmonton, Alta., on March 18, 1912, the Honourable J. P. Mabee, chief commissioner, and Commissioner S. J. McLean, and the following judgment was delivered by the Chief Commissioner:—

Hon. Mr. Mabee:

Under section 261 provision is made as follows:—

> "No railway, or any portion thereof, shall be opened for the carriage of traffic, other than for the purposes of the construction of the railway by the company, until leave therefor has been obtained from the Board, as hereinafter provided."

Then the following subsections of section 261 make provision for the formalities necessary for the opening of a railway for traffic, and the initial requisite is that the company should be desirous of so opening this railway for traffic.

Now, the law gives the company the right to say, and the company only, when that railway is in the condition, physically and otherwise, to be opened for traffic. Then, when the company is desirous, that is, when the company is of opinion that its railway is ready to be opened for traffic, the law provides that an official of the railway, defined in subsection 2, should make an affidavit stating that that railway or some portion of it, was, in his opinion, sufficiently completed for the safe carriage of traffic, and ready for inspection.

Then, it is inspected by one of the Board's engineers and, upon that engineer's report, the Board is authorized to open it for traffic. The Board, even, has no jurisdiction to open it for traffic after the application is made by the railway, unless one of its inspecting engineers has reported, after examining it, that, in his opinion, the opening of that road, or that portion, for the carriage of traffic, will be reasonably free from danger to the public using the same.

Now those provisions are all perfectly reasonable. It is perfectly reasonable, it seems to us, that the railway company should, in the first place, have the sole right to say when it wants to open its road for traffic, and it is perfectly reasonable that the law should require an engineer, or some official of the railway company who is in authority, to make an affidavit that the road was, in his opinion, sufficiently completed for the safe carriage of traffic. Then, it is reasonable that that road should be inspected by an independent engineer before the Board could authorize the carriage of traffic.

Those provisions, of course, are all for the safety of the general public, as regards both the transportation of passengers and freight.

From those sections, it is perfectly clear that we would have no authority to require this railway company to open its railway west of Hinton for traffic. It has applied in the past, and it has obtained orders for opening as far as Hinton. Beyond that, no application has been made, and beyond that this Board is powerless to require the railway to open its road for traffic, or to carry passengers or freight.

What I have said disposes of any suggestion that we should or could require it to be opened for traffic. But that does not end the situation. The evidence here dis-

closes that, under some arrangement with Foley, Welsh and Stewart, who are building the road, the railway is carrying, or understands it is carrying, freight for Foley, Welsh and Stewart, and labourers, either having entered their employ or intending to enter their employ when they reach the proper point.

As I have said during the discussion, I do not know of any clause in the Railway Act that forces a railway company to carry either freight or passengers for its contractor during construction. Section 261 provides that the railway should not be open for traffic other than for the purposes of the construction of the railway by the company. The railway here is not being constructed by the company; it is being constructed by independent contractors. But, as I have said, it seems entirely reasonable that a railway company should carry freight and labourers (by freight I mean ordinary supplies, camp utensils, and so on), where its road is being built by a contractor. It would be absurd if a railway company could not do that legally.

So, let us assume for the sake of the discussion, that this railway company is entirely within its right in carrying contractors' supplies and labourers for the building of the railway by its contractors. It is reasonable that it should do that; but, if it is reasonable that it should do that, it is equally reasonable that it should not go any further. They have no right to carry passengers other than those labourers, and they have no right to carry freight other than the contractors' supplies.

In this case, it has been established, and we find as a fact, that they have carried general passengers other than the labourers of their contractors; and it has been established, and we find as a fact, whether managing officials of the railway company knew it or not we say nothing, because the evidence discloses nothing upon the point, but it remains as a fact that it has carried contractors' supplies that were sold by the contractors, and were not used in the maintenance of their camps.

To that extent the railway company has violated the provisions of the law, it seems to us, under the first head clearly, in putting on a general passenger coach, accepting fares from the general public, and putting forth to the public a time-table that it was operating trains upon the main line of their railway, between Edmonton and Fitzhugh, carrying day coaches. Under that head, it has clearly violated the statute.

Under the second head, it may in one feature of it be a hardship upon the railway, if it understands it is carrying only contractors' supplies, to be held responsible for what that contractor does with those supplies after they are delivered over to the contractor; but there is no evideence here that the railway company has made any effort whatever either to find out that all of the supplies that were being taken in for Foley, Welsh and Stewart were necessarily contractors' supplies, nor has there been any evidence given here that the railway company made any attempt to distinguish between the passengers riding upon its trains, as to whether they were labourers or employees of the contractors, or whether it was the general public which was being carried.

The order, it seems to us, we are at liberty to make is this:—

Under section 317, a railway company is prohibited from making or giving any undue or unreasonable preference or advantage to or in favour of any particular person or company, or any particular description of traffic, in any respect whatsoever.

We find that the railway company here has discriminated in favour of their contractors, Foley, Welsh and Stewart. It has carried passengers who were not labourers, and it has carried camp supplies that were sold by Foley, Welsh and Stewart, which came in competition with other merchants who were carrying on their business at a disadvantage, namely, in being required to haul their supplies long distances over roads that made the haulage extremely expensive, and that expensive transportation made the cost of their product entirely out of proportion to that which the contractors of this railway company (by reason of their goods being hauled in by the railway company), cost them.

We make an order:

1st.—That the Grand Trunk Pacific Railway Company shall cease discriminating in that carriage of freight traffic in favour of its contractors as against the general public over the section of the road in question; and that for any and every case of default or continuation of the discrimination, the Grand Trunk Pacific Railway Company shall be subject to a fine of one hundred dollars.

2nd.—We make no order with reference to the carriage of passengers. The railway company may or may not continue to carry passengers, or it may or may not continue to carry freight. It need not do either. We are saying nothing about that. We cannot require it to carry either passengers or freight. All we can do is to say, if it does carry freight and passengers it has to carry them under the provisions of the statute.

Upon hearing the application at the sittings of the Board held in Edmonton on March 18, 1912, in the presence of counsel for the petitioners and the railway company, the evidence offered, and what was alleged—

It is ordered that the Grand Trunk Pacific Railway Company cease discriminating in the carriage of freight traffic in favour of its contractors as against the general public over its line of railway from Hinton, in the province of Alberta, west thereof; and that for any and every case of default in complying with the terms of this order and the continuation of the discrimination complained of, the railway company shall be subject to a fine of one hundred ($100) dollars.

J. P. MABEE,
Chief Commissioner.

APPROVAL OF WORKS CONSTRUCTED IN CONTRAVENTION OF THE STATUTE.

The consideration of the approval of works constructed in contravention of the statute came before the Board for consideration in connection with an application of the Grand Trunk Pacific Branch Lines Company under section 167 of the Railway Act, for approval of revised right of way and location of station on its Tofield-Calgary branch, between township 42, range 21, and township 41, range 21, west of the 4th meridian, Alberta, at station known as Bashaw, Alberta. The application was heard at a sittings of the Board in Saskatoon, Sask., on March 20, 1912, before Honourable J. P. Mabee, chief commissioner, and Commissioner S. J. McLean. The judgment of the Board was delivered by the Chief Commissioner in the following terms:—

The Chief Commissioner:

We have held repeatedly, and it was recognized by a statute passed two or three years ago, that where the law requires a railway company to obtain the authority of the Board, or the sanction of the Board, before the construction of a work, or locating a building, or a station of that kind, and it has not obtained that authority, and constructs the work, the Board has no jurisdiction to approve of it after it has been done. That was recognized. We held that over and over again, and parliament gave us authority to approve of work that had been constructed in contravention of the statute prior to the end of the year 1909. We approved of hundreds of works under that provision.

We have no authority to approve of works that have been built in contravention of the Act subsequent to the above date.

In accordance with this judgment an order was issued, No. 16251, dated April 2, 1912, refusing the application.

FENCING OF A RAILWAY COMPANY'S RIGHT OF WAY.

The question of compelling a railway company to fence its right of way came before the Board in connection with the complaint of the municipality of Nutana, Sask., asking that the Canadian Northern Railway Company be compelled to fence its right of way through that municipality. The complaint was heard at sittings of the Board held in Saskatoon, Sask., on the 20th of March, 1912, before the Honourable J. P. Mabee, and Commissioner S. J. McLean. Judgment of this Board was delivered by the Chief Commissioner in the following terms:—

The Chief Commissioner:

Two or three years ago, upon the complaint of a large number of municipalities in Manitoba and Saskatchewan, and after hearings at a number of cities in those provinces, and after having received complaints innumerable from farmers and settlers whose cattle and horses and stock had been killed upon the railways, where the rights of way were unfenced, we made an order requiring the railway companies to fence the unfenced portions of their rights of way in these provinces on or before a fixed date. The railway companies, or some of them, appealed to the Supreme Court, and the Supreme Court held that we had exceeded our jurisdiction in making a general order of that character, and that we should have confined the order to some specific locality

Now, we have a complaint here of a specific locality that is unfenced. We all know that this road has been built for many years; that it goes through a thickly settled, highly cultivated, and rich agricultural district; and that it is a section of country through which a railway should have been fenced long ago.

In this case, an order will go that the Canadian Northern Railway Company fence all of the unfenced portion of the right of way along the Qu'Appelle, Long Lake and Saskatchewan railway, between Saskatoon and Regina, on or before the first day of November, 1912; that these fences shall be of the character and description described in the Railway Act, namely, fences of the character that will turn cattle and other animals; and that, for every day's default, if any, after the first day of November, 1912, the company shall be assessed the sum of fifty dollars per day by way of a penalty.

In accordance with this judgment an order was issued on July 20, 1912, as follows:—

Upon the hearing of the application at the sittings of the Board held at Saskatoon, July 23, 1912, in the presence of counsel for the applicant and the railway company, and what was alleged—

It is ordered that the Canadian Northern Railway Company fence that portion of its right of way from Saskatoon to the northern limits of Rural Municipality No. 344, through township 37, range 5, west of the 3rd meridian; the work to be of the character and description required by the Railway Act, and to be completed on or before the first day of November, 1912; and for every day's default, if any, after the first day of November, 1912, the company to be liable to a penalty of fifty dollars ($50) a day.

D'ARCY SCOTT,
Assistant Chief Commissioner.

LOCATION OF STATIONS.

The question of the location of stations and facilities came before the Board for consideration upon two separate applications, one by the Grand Trunk Pacific Railway Company and one by the Canadian Pacific Railway Company, involving the location of stations and facilities at Cutknife, Alberta, which were heard at two separate

sittings of the Board, one at Saskatoon on March 20, and one at Winnipeg, March 25, 1912, before the Honourable J. P. Mabee, Chief Commissioner, and Commissioner S. J. McLean. The following is the judgment of the Board delivered by the Chief Commissioner:—

The Chief Commissioner:

These matters involve the location of stations and facilities at Cutknife, on the lines of the respective railways.

The controversy is brought about by reason of each railway company desiring to exploit a townsite of its own without regard to the future and permanent convenience of the public.

The Canadian Pacific Railway Company, on February 7, 1912, applied for leave to locate its Cutknife station on the south half of section 32, township 43, range 21. Prior to this date, it had sold lots in a forty-acres townsite at this point and, at the date of hearing, some seventy people were living upon this townsite, and a number of buildings had been erected, some of a substantial and valuable character. The railway has been built to this point, but no station has been erected.

In November, 1911, the Board received petitions signed by some eighty persons, reciting that the Grand Trunk Pacific Branch Lines Company had located its line of railway along the northerly boundary of section 28, township 43, range 21, and had purchased the northeast quarter of that section for a townsite, and had subdivided it into lots; that the Canadian Pacific Railway Company had announced that its townsite would be located on section 32, one mile from the Grand Trunk Pacific townsite; and that the establishment of the townsites and two stations, as aforesaid, over a mile apart, would be a matter of serious inconvenience to the residents and settlers, and would interfere with the growth and development of the town of Cutknife. The prayer was that the Canadian Pacific Railway Company should be ordered to locate its station on the northeast quarter of section 28.

On February 12, 1912, the Grand Trunk Pacific Branch Lines Company applied for approval of proposed station at Cutknife, on "section 33, township 43, range 21." In the letter from the solicitor for the Grand Trunk Pacific Branch Lines Company enclosing this application, it was stated that it had reference "to the petition of the residents of Cutknife *re* Canadian Pacific Railway and Grand Trunk Railway townsite," meaning, I presume, the petition above referred to; that petition referred to a station on section 28, and not section 33.

The council of the rural municipality of Cutknife, on February 24, passed a resolution in which it was recited that the Grand Trunk Pacific was asking for approval of its station on the "northeast quarter of section 28, township 43," just one and a quarter miles east of the Canadian Pacific Railway townsite. The request of the council was that the station buildings should be so located that passengers could readily transfer, and "contribute to the building of a united town."

The plans attached to the application of the Grand Trunk Pacific Branch Lines Company, and signed by the vice-president and chief engineer, show a subdivision on "section 33, township 43, range 21."

The matter came up for hearing at Saskatoon, and a number of residents upon the Canadian Pacific Railway townsite appeared and strongly urged that the application of the Canadian Pacific Railway Company should be granted, for the reason that these people had purchased lots, put up buildings, and started business of various kinds upon the representation that they should have station facilities. It seemed to be such a plain case for adjustment between the railway companies, that the matter was left over for a hearing at Winnipeg, in order that a conference might be had; and at the latter sittings the following letter from the land commissioner of the Grand Trunk Pacific Branch Lines Company, directed to the solicitor for the Transcontinental Townsite Company, was filed:—

"Re N.E. ¼, 28-43-21.—At the sittings of the Board of Railway Commissioners, at Saskatoon, on the 20th instant, you are hereby authorized, on behalf of the Grand Trunk Pacific Development Company, Limited, to make the following arrangement with the Canadian Pacific Railway Company, if the latter will consent to a joint townsite at Cutknife, to be situated on the above quarter-section, namely, to give to the Canadian Pacific Railway Company free right of way and station grounds across the above quarter-section; and, further, to give the Canadian Pacific Railway Company either one-third of the lots into which the above quarter-section will be subdivided, or a one-third interest in the net proceeds of the sale of lots in the said townsite."

This offer the representatives of the Canadian Pacific Railway Company refused, and stated they would not join in any townsite proposition.

It will be observed that this letter refers to a joint townsite on section 28, the same section referred to in the petition before mentioned, while the formal application of the Grand Trunk Pacific Branch Lines Company is for approval of station on section 33.

I certainly thought at the hearing the location claimed for the Grand Trunk Pacific Branch Lines Company was section 28, but the formal application seems to call for section 33; and if I read their plan attached to the application correctly, their proposed station and townsite is on the southeast quarter of section 33, township 43, range 21. From what was said at the hearing, and from the plans and documents filed, it is impossible to say where they desire to locate this station.

In a letter from the solicitor for the Grand Trunk Pacific Branch Lines Company on the file, dated December 27, 1911, he states that the company has its side-track on the northeast quarter of section 28. This, however, was some weeks before the application for station approval was filed. I do not know whether it is "28" or "33" that is wanted. The formal application asks for 33, and there has been no other written application filed. No order can intelligently be made upon this application of the Grand Trunk Pacific Branch Lines Company.

The principal objections advanced against the application of the Canadian Pacific Railway Company are contained in the petition above referred to, and in a letter from the solicitor for the Grand Trunk Pacific Branch Lines Company, dated February 7. The petition contains no facts that would justify the Board in withholding station facilities from those who have located upon the Canadian Pacific Railway townsite. The letter contains the following statement:—

"I am advised by our chief engineer that the Canadian Pacific Railway route map, showing the deviation from the original route in this vicinity, came up for hearing in the latter part of November; whereas, in the early part of November, the Canadian Pacific was advertising that steel would be laid to section 32, 43, 21, the location of their siding, to be in time to haul out this season's crops; and my best information is that steel was laid before route map was approved, not to mention location. In other words, the C.P.R., in their revision in the vicinity of Cutknife, built their line before it was approved by the Board."

I do not know how this is; no evidence was given as to when the line was built. The solicitor's information may or may not have been correct.

The position of matters, then, is that the Canadian Pacific Railway Company has its application regularly before the Board for approval of a station upon section 32 (south half). The necessity for early construction is evidenced by the appearance of landowners and business men, who support the application. Why should approval be withheld? I see no reason. An order may go as asked.

The reprehensible practice of railway companies selling lots, and undertaking to build stations before approval of location is obtained, is sadly in evidence in this case. It is difficult to understand why this is done; nothing is gained by it, and it always lands someone in trouble.

I agree: S. J. McL.

OTTAWA, April 10th, 1912.

Pursuant to the judgment an order was issued on the 15th of April, 1912, as follows:—

Order No. 16322.

Upon hearing the application at the sittings of the Board held in Saskatoon and Winnipeg on the 20th and 25th days of March, 1912, respectively, the rural municipality of Cutknife, the Grand Trunk Pacific Company, the applicant company, certain property owners affected, and the residents of Cutknife being represented by counsel at the hearing, and what was alleged—

It is ordered that the location of the applicant company's station proposed to be erected at Cutknife, on the said south half of section 32, township 43, range 21, west of the third meridian, as shown in red on the plan filed with the Board under file No. 18630, be, and it is hereby approved: the said station to be erected in accordance with the applicant company's standard structural plan "A" filed with the Board.

J. P. MABEE,
Chief Commissioner.

MAXIMUM EXPRESS CHARGES FOR CREAM SHIPMENTS WEST OF PORT ARTHUR.

At a sitting held in Winnipeg, Man., March 25, 1912, before the hon. J. P. Mabee, Chief Commissioner, and Commissioner McLean, the Board took up the consideration of the special local tariff of the Dominion and Canadian Northern Express Companies, applicable on cream between points in the provinces of Saskatchewan, Alberta, Manitoba and Ontario, west of Port Arthur, for distances not exceeding 300 miles, made effective March 1, 1912, which were suspended by the Board on November 27, 1911. The creamery companies were represented at the hearing by Mr. Whitla, K.C., and the Manitoba Dairymen's Association by counsel, the express companies through their representatives, Messrs. Burr and Muir. The judgment of the Board was delivered by Commissioner McLean, as follows:—

Mr. Commissioner McLean:

The hearing of this matter, which was held in Winnipeg on March 25, 1912, was the outcome of a series of negotiations which took their origin in the Board's judgment in the Express investigation.

At the hearing in Winnipeg on September 15, 1911, in which complaint was made by the Manitoba Dairymen's Association against the express companies, on the ground that these companies had not made reduction in the tariff on sweet cream for buttermaking, as required by the Board's judgment in the Express case, it was stated by Mr. Burr, on behalf of the Dominion Express Company, that the express companies had been figuring out a new schedule of rates which they desired to submit to the Board. It was suggested by the Board that further negotiations should take place between the express companies and the parties interested, to see if an

agreement could be arrivd at. Subsequent to this, negotiations were carried on between the express companies and the parties affected.

The question of the express tariffs on sweet cream, and on sour cream, in the territory west of and including Port Arthur, was dealt with in the Board's judgment in the express investigation. The disposition then made was that there should be a lower rate on cream to the creamery for buttermaking than upon that used for domestic purposes. It was stated by the Chief Commissioner:—

> " It appears that there is considerable shipment of butter by express from these creameries. The cream is their raw material. The company gets some earnings from carriage of the finished product, and so it is perfectly in order to give a lower rate on cream to the creamery than upon that used for domestic purposes, so we think the intention of the company should be given effect to, and the business of the creameries be left undisturbed. The tariff to be filed may provide for the existing sour cream rate upon all cream when shipped to creameries for use in the manufacture of butter. The tariff to remain as it is upon cream for domestic purposes."

There is an obvious anomaly in charging different rates upon the same commodity moved under the same general conditions, the only reason for the difference being the final use. The Board, in an early decision on October 10, 1904, when the Grand Trunk Railway applied for a ruling as to whether it would be allowed to continue a difference in the rate of freight on bituminous coal of 10 cents per ton between certain points on its line of railway, such reduced rates being in favour of the manufacturer as compared with that charged the dealer or consumer, ruled that it could not properly entertain such an application. A similar position has been taken by the Interstate Commerce Commission, which has ruled that it is improper to so base a classification that it makes the rate dependent upon the use to which the article shipped is to be devoted.—*Jones Bros. Co. v. M. & W. R. R. Co., XXI., I.C.C., p. 579.*

In its conference rulings it has laid down the position that:—

> " The carrier has no right to attempt to dictate the uses to which commodities transported by it shall be put in order to enjoy a transportation rate."—*Rule 34, Conference Rulings, Bulletin No. 4.*

It has reaffirmed this position in its decision in the matter of restricted rates.—20 I.C.C., 426.

Its position is most succinctly put in the following words:—

> " The rule is well established that a rate cannot be based upon the use to which the commodity is to be devoted; neither can a rate be confined by its terms or application to an individual or a class; it must be open to all shippers alike."—*Virginia Chemical Co. v. A. C. L. R. R. Co., 22 I.C.C., 397.*

While it is true that the rate practice as to cream for buttermaking as distinct from cream for domestic use bore some features of analogy to the milling-in-transit privilege, it is apparent that the predominating consideration was that the practice was an established one. In the absence of further evidence, and in the lack of complaint in regard to the higher rates on cream for domestic purposes, it was not deemed expedient to disturb the existing arrangement which the express companies had initiated.

It was, however, recognized at the time of the hearing, that there would be a difficulty in differentiating between cream for buttermaking and cream for domestic purposes. It was then stated in evidence by Professor Mitchell, of the Manitoba Agricultural College, that " there would be a disposition on the part of some to ship cream presumably for buttermaking purposes, when in reality it would be used for

other purposes." It was thought in the disposition under the judgment that the limitation of the buttermaking rate to cream "shipped to creameries for use in the manufacture of butter" would meet this difficulty. The existing difficulty in this regard was set out by Mr. Burr for the express companies, when he stated in the present hearing that they were:—

> "Willing to allow the present tariffs on both classes to remain in effect if we can have some protection in the matter; if we can know what is one and what is the other. You will recollect, sir, that in a conference we had in Ottawa on the same subject many months ago this question was discussed, and we ask that the shippers or the consignees pay us the charges on the higher rate, and when they proved to us satisfactorily that a part of the consignment was on the lower rate class, we would make a refund. You asked us to confer with the Winnipeg people on the point. They refused absolutely to have anything to do with that."

In the hearing in Winnipeg in September, 1911, already referred to, the same matter came up incidentally in evidence, and it was stated by counsel for the applicants that the matter might be arranged by allowing the cream to be billed in on the buttermaking rate, and that thereafter the consignees could pay the express company the difference in rate on the portion of the consignments which might be used for domestic purposes.

The more carefully one examines the situation, the greater appear to be the difficulties of carrying out a dual system of tariffs based simply upon differences in the use of the commodity. One cardinal intention of the Railway Act is that there should be adequate publicity for clearly-defined rates to be paid for services rendered. It is readily apparent that the dual system offers an inducement to an unscrupulous shipper to bill his cream on the buttermaking rate when in reality it is to be used for domestic purposes. While no such evasion of the intention of the tariff may have taken place it is manifestly counter to the obvious intent and policy of the Railway Act to leave not simply a loop-hole but a wide-open door available for such evasion. Such an arrangement sets a premium on perjury. It may happen also that there is an innocent evasion of the requirements of the tariff. Cream may be shipped in for buttermaking purposes. There may be some small surplus of sweet cream which is not used for this purpose and is sold for domestic uses. It would put a great burden upon the creamery company to keep exact tab on such small sales. It is also apparent that such a small sale might be made by an innocent employee of the company, and without any guilty knowledge of the management of the company.

The arrangement suggested by the company, namely, that all cream should be billed in on the higher rate, a refund being made on the portion which was used for buttermaking, is contrary to the policy of the Railway Act. It requires no elaboration to appreciate that this would leave a way open for rebating arrangements. On the other hand, the suggestion already referred to that all the cream should be shipped in on the lower rate, arrangements being made whereby a subsequent additional payment should be made for the portion of the cream used for domestic purposes, is equally open to objection as contrary to the policy of the Railway Act in regard to rebates.

The tariff which was suspended on October 27, 1911, provided for a uniform rate on cream irrespective of its use. Mr. Burr, on behalf of the express companies concerned, stated, both in a communication to the Board which is on file, as well as in his evidence in the present case, that the computations in regard to rates under the tariff in question were that 20 per cent of the movement by express was for domestic use, and that 80 per cent was for buttermaking. The following table sets out a com-

parison of the existing rates on sour cream, the rates on sweet cream, and the new rate proposed in the tariff to apply on all cream irrespective of use:—

CREAM RATES in Alberta, Saskatchewan, Manitoba and Ontario (West of Port Arthur).

Miles.	Rates on Sour Cream.			Rates on Sweet Cream.			New Rates applying on both kinds.		
	5	8	10	5	8	10	5	8	10
25	14	19	24	35	38	48	20	25	30
50	16	20	25	36	58	72	25	30	35
75	20	25	30	48	77	96	30	35	40
100	26	31	36	60	96	120	35	45	50
150	38	43	48	72	115	144	45	55	60
200	50	55	60	84	134	168	55	65	70
250	62	67	72	90	144	180	65	75	80
300	74	79	84	96	154	192	75	85	90

Mr. Carruthers, of the Crescent Creamery, stated that about 4 per cent of the cream received by him was for domestic purposes, and about 13 per cent was used in the manufacture of ice cream; the balance being used in the manufacture of butter. He stated further that during the year 1911 he had manufactured about 600,000 pounds of butter. He contended that on account of the large amount of cream used in buttermaking, any decreases in the rate on cream for domestic purposes would be more than neutralized by the increase in the rate on cream for buttermaking purposes, and he submitted a computation that at present the express charges on the total cream used in Manitoba would mean $42,000, while under the proposed tariff it would mean $66,000, or an increase of $24,000.

It was contended by various witnesses that the conditions in regard to cream shipments by express in the northwestern provinces were entirely different from those existing in the province of Ontario. The essential point of difference referred to was the use of centralizing in connection with buttermaking. Mr. Carruthers testified that he had been engaged in the creamery business in Ontario and eastern Canada, and that he was more or less familiar with the conditions in eastern Ontario. The difference as between Manitoba and Eastern Canada, he testified, was as follows:—

> "Well, the difference is this: In Eastern Canada the population which is engaged in dairy farming is much more than it is here, and at every cross-road, three or four miles apart, there is a cheese factory or butter factory where the farmer delivers his goods to be manufactured, while in Manitoba everything has to be handled by the railroads to bring it to one common point, as there is no part of Manitoba that has population enough to support any local factory, either cheese or butter."

The same witness further testified:—

> "I should judge that any shipments of cream in Ontario would be used for domestic use in large cities such as Toronto, Montreal and such points."

He further testified he did not know of any factory operating in either Ontario or Quebec on the same system as his company. Professor Mitchell, in his evidence, corroborated the evidence of Mr. Carruthers, stating that the cream in Ontario for butter-making purposes is practically all handled in an entirely different way from that in which it is handled in Manitoba, and that it is not shipped by express to any extent.

In such a comprehensive investigation as was carried on in the general investigation of the express rates, it necessarily follows that the general principles laid down do not exhaust the scope of regulative power. The Board was concerned with the investigation of the rates and practices of companies which had been a very much shorter time subject to the regulative jurisdiction of Parliament than had the railway companies. The scope of such a general investigation was, therefore, of necessity concerned with the blocking out of general reforms. The work of regulation in regard to express rates, instead of having been completed by the express judgment was simply begun by it. It will of necessity follow that in many cases complaints in regard to rates and practices will have to be dealt with from time to time. Some of these complaints may arise from conditions which were not developed at the time of the general investigation. Others may develop from conditions which were imperfectly set before us. At any rate, it is apparent that some time must elapse before a complete body of regulative experience in regard to express rates in Canada is developed, and this will be developed when dealing from time to time with complaints, both general and special, as they arise. This was affirmatively recognized in the Express judgment itself which, in dealing with the matter of rate complaints from various points in the west said: "But these are not dealt with, as it is considered that the better course to pursue is to await a general revision and re-alignment that must follow these findings, when, if a more satisfactory situation is not brought about, complaints that have not been dealt with categorically, or solved in the general result, will be further considered."

The express companies, since the issuance of the judgment in the Express investigation, have been realigning and rearranging their rates. The experience of the Board in connection with this shows that further work is to be done and this will be dealt with.

In the evidence and statements submitted, reference was made to conditions existing in the adjacent northwestern States, and it was contended by counsel for the applicants that the decisions as to express rates in these adjoining States gave the measure of what should be reasonable in the present case. It was stated in general terms by Mr. Carruthers, and by Professor Mitchell, that the conditions in these adjoining States of the American Union were practically identical with those existing in the Canadian Northwest. It was stated on the other hand by Mr. Burr that the conditions were dissimilar. But the situation is that the Board is left simply with two sets of assertions, neither of which is backed up by any evidence to substantiate the similarity or dissimilarity alleged. The Board has already held that where the traffic compared moves over two different routes, this precludes the mere reference to difference in mileage rates being taken as prima facie evidence of discriminatory treatment, and that this held with especial force where comparisons are made with the rates of railways which are not subject to the Board's jurisdiction. *Canadian Oil Companies v. Grand Trunk, Canadian Pacific and Canadian Northern Railway Companies, 12 Can. Ry. Cases, 355.*

The same line of reasoning covers the allegation of similarity of circumstances; a prima facie case as a similarity of circumstances must be made; but this is not done by mere allegations.

This Board has always appreciated the value of the regulative work done by the Interstate Commerce Commission, and its findings have always been held in esteem. But the Board, in holding that the decisions of that Commission are applicable in their entirety here only in cases where circumstances in Canada are on all fours with the circumstances upon which the aforesaid decisions depended, has recognized the burden placed upon it by Parliament of investigating the special circumstances of the cases coming before it. The Interstate Commerce Commission itself, in dealing with the situations arising from the regulation of rates by state railway commissions, has said that while upon general principles of comity the action of a state commis-

sion in fixing rates on state traffic must be treated with all due respect, at the same time the Interstate Commission has never felt itself bound to accept a state-made rate as the necessary measure of an interstate rate. That is to say, it must examine the circumstances for itself.—*E. E. Saunders & Company v. Southern Express Co., 18, I.C.C., 415.*

Sufficient justification has been advanced for doing away with the anomalous situation of two tariffs dealing with the same commodity; the difference in rate being dependent upon the difference in use. The Board has always recognized the advantage of having a uniform tariff on cream, irrespective of its use in the section east of Port Arthur. The Board, by its order No. 13381, of March 21, 1911, dealing with the situation east of Port Arthur, fixed certain express rates on cream for buttermaking, and a tariff of higher rates on cream for purposes other than buttermaking. It was found in practical operation that this arrangement was unsatisfactory, and accordingly order No. 14594, of August 21, 1911, was issued, fixing uniform rates for cream irrespective of the use to which the commodity was applied. Such an arrangement having been made east of Port Arthur the question faces the Board, are the conditions sufficiently dissimilar west of Port Arthur to warrant a different treatment? As I construe the Railway Act, the Board must find its criteria of the reasonableness of Canadian rates within Canada. I further apprehend that while it is the policy of the Railway Act to foster elasticity of rate making in so far as it is compatible with public policy, and that to this end the railways are permitted to vary rates with circumstances and conditions subject to the onus of disproof if these rates are shown to be prime facie discriminatory, there is not the same broad discretion vested in the Board. In other words, the Board, being concerned with the correction not primarily with the initiation of rates, must carefully consider in regulating rates in one section of Canada what it has done in another section of Canada. The railway, and what is here said covers the express company as well, having its finger on the pulse of trade may quickly vary rates to meet changing needs. The Board has not, and was not intended by Parliament to have, this direct relationship, since its powers are invoked only where grievances arise. It is concerned with corrective not with experimental rates.

As has been noted, it was contended in the course of the hearing in the present case, that the conditions in regard to centralization differentiate the situation west of Port Arthur from the situation east thereof. The Board has, however, found on investigation, that the centralizing system is gradually increasing in Ontario, with which special comparisons were made in the course of the hearing. It is advised by the Dairymen's Association of Western Ontario that the amount of cream shipped by express for buttermaking purposes is at least as great as that shipped for domestic purposes. The T. Eaton Company, which has the largest centralizing plant in western Ontario, manufactured in 1911, 841,000 pounds of butter. This company advises the Board that the relative percentages of cream shipped into their factory by express for buttermaking are, as compared with the shipments for domestic purposes, 93⅝ per cent and 6⅜ per cent. Statements from other plants show that the percentage shipments of cream by express for buttermaking purposes are steadily increasing. On due consideration of the whole matter, it appears justifiable to take what has been done by the Board in the section east of Port Arthur as a measure of what it should do in the section west of Port Arthur.

The tariff covered by the Board's order No. 14594, above referred to, covers distances up to 200 miles. As the situation in the present case requires a longer mileage, the rates may be stepped to 300 miles on the same basis as set out in the order, and indicated in the following table. The following tabular summary sets out a comparison of the western sour-cream rate, the western sweet-cream rate, the eastern uniform scale and the uniform scale proposed by the express companies:—

Miles.	Western Sour Cream.			Western Sweet Cream.			Eastern Uniform Scale.			Proposed Uniform Scale.		
	5	8	10	5	8	10	5	8	10	5	8	10
25.....	14	19	24	35	38	48	15	20	25	20	25	30
50.....	16	20	25	36	58	72	18	26	31	25	30	35
75.....	20	25	30	48	77	96	22	31	36	30	35	40
100.....	26	31	36	60	96	120	26	36	41	35	45	50
150.....	38	43	48	72	115	144	34	46	51	45	55	60
200.....	50	55	60	84	134	168	42	56	61	55	65	70
250.....	62	67	72	90	144	180	50	66	71	65	75	80
300.....	74	79	84	96	154	192	58	76	81	75	85	90

I am therefore of opinion that the express companies should instal, within thirty days from date of the Order making this judgment effective, a tariff west of Port Arthur which will put into force the same provisions as are contained in the Board's order No. 14594 subject to the rates for 250 and 300 miles being stepped as indicated. Further additional mileage, where necessary, should be covered by the tariffs on the same scale.

OTTAWA, July 23, 1912.

Subsequently the following order was issued on September 4, 1912:—

Order No. 17384.

Upon consideration of the tariffs filed on behalf of the express companies, and the hearing of counsel for the said companies, the hearing of shippers of cream and dealers therein, the reading of the exhibits filed, and the weighing of the evidence given and the arguments advanced as to the rates which the express companies should be authorized to charge for the shipping of cream and the services connected therewith—it is ordered as follows:—

1. The maximum express charges for the shipment of cream and the services connected therewith shall be as set forth in the following tariff:—

"D"—EXPRESS COMPANIES SUBJECT TO THE JURISDICTION OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Special Tariff on Cream in Cans with or without jackets, plainly and distinctly stencilled and tagged (not in tubs).

Applying between all points west of Port Arthur, Ontario; also between the said city and points west thereof.

Covered by Express Classification for Canada, No. 2 (C.R.C. No. 2), supplements thereto, and reissues thereof, except as specified herein.

Miles.	5 gallon cans.	8 gallon cans.	10 gallon cans.
	Each.	Each.	Each.
25.....	20 cents.	25 cents.	30 cents.
50.....	23 "	31 "	36 "
75.....	27 "	36 "	41 "
100.....	31 "	41 "	46 "
150.....	39 "	51 "	56 "
200.....	47 "	61 "	66 "
250.....	55 "	71 "	76 "
300.....	63 "	81 "	86 "

(*a*) The above charges include the delivery of filled cans and the collection of empties for the dealer at all points where the express company furnishes a collection and delivery service for other goods.

(*b*) In the case of shipments by a dealer, if filled cans are collected by an express company and shipped to a place where the said company does not furnish a collection and delivery service for any kind of goods, the above charges shall apply.

(*c*) In places where a collection and delivery service is not furnished by the express company, the charges—except as in subsection (*b*) shall be 5 cents per can less than the above rates.

(*d*) There will not be any reduction on smaller or partially filled cans.

(*e*) Two five-gallon cans will not be charged at the rate for a ten-gallon can.

(*f*) Returned empty cans which when filled were carried under this tariff, will be charged at the rate of 5 cents each for return carriage on the railway.

2. The terms and conditions set forth above shall be the only terms and conditions imposed or exacted by any express company in or in connection with the shipping of cream, excepting conditions as to the making out of way-bills and the loading of cans at flag stations.

3. Every express company shipping cream—

(*a*) Shall see that its messengers and other employees handle the cans with due care.

(*b*) Shall deliver the cream (as a perishable commodity) with the least possible delay, especially in hot or very cold weather.

(*c*) Shall arrange so that cans containing cream shall not be exposed to the sun or severe frost between the time of unloading from the car and delivery to, or removal by, the consignee.

4. The provisions of this order shall become effective on the fifteenth day of October, 1912.

D'ARCY SCOTT,
Assistant Chief Commissioner.

This order was amended by order No. 17492, dated September 16, 1912, as follows:—

Order No. 17492.

Upon its appearing that it was not the intention to interfere with the British Columbia Cream Tariff, and upon reading the report of the traffic officer of the Board—

It is ordered that the said order No. 17384, dated September 4, 1912, be, and it is hereby amended to make the order apply between all points west of and including Port Arthur, within the provinces of Ontario, Manitoba, Saskatchewan and Alberta, instead of between all points west of Port Arthur, as provided by the said order.

H. L. DRAYTON,
Chief Commissioner.

EXCESS BAGGAGE.

The Grand Trunk Pacific, Canadian Northern, Ottawa and New York and the Wabash Railway Companies having published and filed a new regulation relating to "Baggage of excess size" to take effect July 1, 11912, the Board suspended the operation of the regulation until the parties affected could be heard. Subsequently the matter came before the Board for consideration at a sittings held in Toronto on

April 30, 1912, in the presence of counsel for the interested parties, but was not finally disposed of until a sittings of the Board held in Ottawa on May 31, 1912, when the Board, after giving the matter full consideration, decided to issue the following order:—

Order No. 16710.

Upon the hearing of the matter at the sittings of the Board held in Ottawa, May 21, 1912, the Canadian Manufacturers' Association, the Montreal Board of Trade, the Commercial Travellers' Association of Canada, the Grand Trunk Pacific, Canadian Northern, and Canadian Pacific Railway Companies being represented at the hearing, and what was alleged; and upon the consent of the parties so represented, the railway companies undertaking to amend the rule in their respective tariffs—

It is ordered that the revised rule, submitted at the hearing, relating to "Baggage of excess size," as follows:—

> "Commencing July 1, 1912, for any piece of baggage of any class (except immigrant baggage checked at port of landing, and whips in canvas or leather cases), the greatest dimensions of which exceeds forty-five inches, there will be an additional charge for each additional inch equal to the charge for five pounds of excess baggage,"

be, and is hereby approved.

D'ARCY SCOTT,
Assistant Chief Commissioner.

APPLICATION OF THE CITY OF MONTREAL *RE* BELL TELEPHONE COMPANY RATES.

Application was made by the city of Montreal, P.Q., to the Board for an order requiring the Bell Telephone Company to reduce its rates on telephones in the city of Montreal, as set out in the application. Also, to compel the telephone company to abolish its extra mileage rates and to operate its pay stations in the manner detailed in the application. Connected with this application there were also a numbre of individual complaints brought by residents of the city of Montreal against the company in regard to its service and charges. After several hearings the matter of the application was finally disposed of at a sittings of the Board held in Montreal on the 11th of June, 1912, and the judgment of the Board was delivered under date of October 28, 1912, by Commissioner McLean, as follows:—

Mr. Commissioner McLean:

These complaints were heard at the sittings of the Board in the city of Montreal, June 11 to June 15, 1912. The application of the city of Montreal may be summarized as follows:—

> (1) That the Bell Telephone Company should furnish service at $30 and $50 for resident and business telephones respectively per annum, instead of at $35 and $55.
>
> (2) That such revised rates should apply throughout the city, thus including Ahuntsic, Bordeaux, St. Laurent and Longue Pointe ward.
>
> (3) That excess mileage charges should be abolished

In the complaint as launched by the city, one portion was to the effect that the company should operate its pay stations in such manner as would insure no payment being collected from the person using any of the aforesaid pay stations in the

event of it not being possible to effect a conversation with the person called. Mr. Butler, the city's attorney, said, in the course of the hearing regarding this matter:—

> "We are advised by our engineers that that is a question that we should not in all fairness raise. Of course the city has made the complaint. I state that to the Board to make the statement of record. I do not want to say on the part of the city I waive it, simply my engineers advise me that that is a thing I should not raise at all."

In the absence of any evidence that there is any substantial grievance which it is within the competence of the Board to rectify, this phase of the complaint may be dismissed.

The complaints of Messrs. Thompson, Sharpe and Birchenough do not require separate consideration, as they are simply particular cases covered by the general subject-matter of the complaint of the city of Montreal. The complaint of the Publishers Press, Limited, had been standing on the list for some time, and no appearance having been made by the parties applicant at the June sittings of the Board in Montreal, the complaint was dismissed.

As further defining the city's position, Mr. Butler said that--

> "while the city made no application that affected the rates of party line service, where such service was supplied, the city desired that the charge for such service should not include a charge for excess mileage."

The application on behalf of the Bell Telephone Company was developed separately at the same hearing. But the Bell application being in effect one in avoidance of the application made by the city, it necessarily follows that the two applications were closely interrelated. For the purposes of the hearing they were practically complimentary phases of one hearing. And thus while the development of the city's application was prior in point of time it makes for clearness to first consider the application of the Bell Telephone Company.

The city of Montreal has an approximate area of 49 square miles, or 25,147 acres. The configuration of the site on which Montreal is located, has, owing to the locatios of Mount Royal, forced an east and west development. In more recent years there has been an expansion back of the mountain which, with new transportation conditions, will undoubtedly develop rapidly. But up to the present time the location of the mountain has played an important part in the direction of the expansion of the city's territorial area. At the same time there has been a rapid expansion of the territory included within the city limits. In the year 1910 the city added 46 per cent to its area. The additions are as follows:—

Longue Pointe, Beaurivage and Tetreaultville	4,551·2 acres
Rosemont	1,431·5 "
Ville St. Louis	720· "
Paroisse St. Laurent	877·3 "
Ahuntsic	726·3 "
Bordeaux	868·28 "
Cote-des-Neiges (a portion of)	1,402·17 "
Ville St. Paul	363· "
Ville Emard	951· "
Notre Dame de Graces	25·36 "

From the city hall it is about eight miles to Bordeaux, on the Rivière-des-Prairies, or Back River, on the north; seven and three-quarter miles to the extreme east of Longue Pointe, and six and one-quarter miles to the extreme west of Notre-Dame de Grâces. Completely surrounded by the city's territory are separate municipalities: on the west, Westmount, on the north, Outremont, and on the east, Maisonneuve and St. Jean de Dieu.

There are within the Montreal Exchange territory the following exchanges: St. Louis, Westmount, Main, East, Lasalle and Uptown. There were during 1911, 33,344 subscribers and 35,407 telephone users' stations. The telephone instruments used in Montreal in 1911 were 23 per cent of the total number used by the Bell system during that year.

The rapid expansion of the city's territory has undoubtedly given the company a difficult task in keeping pace with the city's expanding needs. Notwithstanding the searching criticism of the city's experts, there was no criticism of the equipment of the company. In fact, Mr. Kelsey stated that the equipment was in a thoroughly satisfactory shape.

The telephone situation in Montreal is complicated by the existence of a dual set of telephone rates. The situation as summarized in the evidence of Mr. Sise is that, somewhere about 1880 or 1881—the company started business in Montreal in 1879—there was put in a business rate of $50 and a residence rate of $30. These rates, which are known as the Blake rates, still exist. At the time of their installation the company had, at the most, one thousand subscribers in Montreal. At that time there was a ground rod, or ground connection made at every instrument so that the completion of the circuit was made through the earth. Subsequently, with the advance of telephonic art and the disturbance caused by the erection of wires for the users of electricity here, as elsewhere, the needs of an efficient service rendered it necessary to adopt the central energy system. About this time the so-called solid back, or long distance transmitter was first introduced, and the company established rates of $70 and $50 for these instruments on a central energy system, which required two wires for the circuit, as against $50 and $30 for the single wire service. Mr. Sise's evidence summarized the situation as follows:—

> "Commissioner Goodeve.—Did you raise them at any time?—A. No, I say the $70 rate as against the $50 rate was established in that way at that time, so that the difference in rate between what is commonly called now the Blake, and the long distance rate, originated in the difference between grounded and metallic line service. That is, one had two wires and the other had one wire. Now the effect of that was this: the difference in rate was so great that very few people took it. Naturally, we found that the $70 rate was practically inoperative. That is, a very small percentage of the people were willing to pay such a large difference in the rate. At the same time, in order to render efficient service—in order to give any service at all, I might say—the company was obliged to make everybody's line metallic, so that we had to give two wires to every subscriber and we had not the power to raise their rates. On the 9th of July, 1893, the company's charter was amended, prohibiting it from increasing any of its rates to subscribers without the consent of the Governor in Council, so that our legal advisers told us that we had the right to charge the higher rate for long distance service, the long distance instrument after supplying the metallic lines, but we could not oblige those having Blake instruments to give them up, and it was a hopeless proposition to go to them and tell them that we had to raise their rate because we felt it necessary to improve the service and give them another wire and make the line metallic. The result of that was that for a great many years we had rates of $70 and $50 for business, and $50 and $30 for residence for these two classes of service. When I joined the company in 1898, or very soon after that, the difference was reduced to a difference of $10 instead of a difference of $20. Even that had not the desired effect, and it was finally reduced to a difference of $5, where it is today. That is the difference between the old and the new rate; the old metallic line rate for long distance equipment is only $5. That is how this condition came about.

"COMMISSIONER MCLEAN.—It is now a difference based on difference of equipment, that is the apparent difference?—A. The apparent, yes, exactly. Q. The apparent reason for the difference between the two?—A. Yes. I have made that explanation somewhat lengthily because I want you to know that we don't pretend that there is any justification for charging anything more for a long distance transmitter than there is for a Blake transmitter. I think the average telephone expert would come here and if we talked about the Blake transmitter they would say they had never seen one except in a museum. They have not been made to my knowledge for perhaps twelve years or more. We had a great number of them, owing to this condition, but had we been free to regulate our rates they would have been removed long ago. Now the result of a reduction from $70 to $60, and ultimately to $55, in the business rate for long distance equipment has enabled us to get rid of nearly all the Blake transmitters, through active canvassing. Instructions were issued that no one should be compelled to take the long distance transmitter, but we actively canvassed all our subscribers and the difference was so small that we succeeded at January 1, in reducing the number.

"Mr. MACFARLANE.—January 1, of the present year?—A. January 1, 1912, this record year; the total number of Blake transmitters is only 615 out of a total of 35,407 instruments."

The company, in making its application for a $5 increase in rates or, in other words, for the authority to eliminate the Blake rates, has submitted an estimate as to the cost of replacing its plant in Montreal. The method whereby the inventory of the physical plant was worked out was explained in full detail by Mr. Winter. While the Board has not the advantage of the city's criticism of the method used, it was apparent that the matter had been gone about in a very systematic manner, and in all probability the computation is as exact as any such computation, extending over such an area, can be. More controversial ground is entered upon when the methods whereby the valuation based on this inventory was arrived at are considered. These methods, as explained by Mr. Winter and Mr. Bloom, show that a system of unit costs was worked out. Here again the Board has not the advantage of the city's criticism of the general method pursued. Mr. Kelsey criticized the cost of a couple of items with the details of which he felt himself sufficiently acquainted at the time to obviate the necessity of more detailed study. But the city's criticism of the details of the replacement cost was merely incidental, since it stated that the proper basis for the computations that would show the reasonableness or otherwise of the rates was to be found in the book value of the plant. Owing to the diametrically opposed positions of the parties, little light was thrown on this phase of the problem, notwithstanding the long examination of witnesses.

It is not, however, necessary to go into any detailed analysis of the computations submitted by the company. The Bell Telephone Company of Canada is in an admittedly satisfactory position financially. Under such conditions, to justify the consideration of an increase of rates in the Montreal Exchange territory, it is first necessary to show that the exchanges operating in this territory do not contribute their proper proportion to the general revenue of the company. For the year 1911 the gross returns for Montreal are given in statement C filed by the company as $1,413,824.39, while the net are given as $291,585.39, showing an operating ratio of approximately 80 per cent. While, of course, the relevancy of the comparison of percentages varies with the bases on which the comparisons are made, it may be noted that for the same year the Bell Telephone Company of Canada showed an operating ratio of 78 per cent. It is also true that the net revenue of the Montreal Exchanges is, as set out above, only 20 per cent of the net revenue of the Bell Telephone Company of Canada for 1911; while, as has been seen, Montreal has 23 per cent of the tele-

phone instruments of the whole company, and should presumably have at least the same percentage of earning power. But it must be remembered that the statement of net earnings for Montreal is made up of an exact figure, viz., the local revenues and a conjectural figure as to the long distance revenue, viz., 35 per cent of the long distance tolls, originating at the Montreal Exchange. While it is recognized that there are difficulties in the way of dividing up the revenue on a long distance message among the different portions of the system over which the message moves, it is at the same time admitted that 35 per cent is an arbitrary figure. Mr. Bloom stated in evidence that the Maryland Commission had used 20 per cent in the Baltimore case. On the recommendation of the officials in Montreal he had added 15 per cent as a factor of safety. He expressly admitted, however, that there was no scientific basis for his estimate. While Montreal only gets, under this estimate, 35 per cent of the long distance tolls originating at Montreal, the cost of the long distance operating at Montreal is charged against local revenues. It is apparent that an estimate so constituted, part of which floats in an atmosphere of hazy uncertainty, cannot be of much service as showing whether Montreal is or is not giving its proper proportion to the general revenues of the Bell Telephone Company.

Valuable as the cost of replacement may be under certain conditions as a basis of rate regulation, a primary obligation rests upon the Montreal Exchange territory to show that the parent company does not receive a proper amount from it, and that the prosperity of the parent company is due to the larger returns from other exchanges or from other investments to which the Montreal Exchange has made no adequate contribution. It would also be necessary to show that the Montreal Exchange territory has been unable to make a satisfactory contribution to the various reserves of the parent company, which amounted at the end of 1911 to $8,469,498.02.

THE CITY'S POSITION IN REGARD TO BOOK VALUES.

As has been indicated, the city bases its case on the book value of the plant. The city's statement, as presented by Mr. Kelsey, estimates that the company in Montreal is earning 11 per cent on the book value. He presents the following statement—the first statement as to book value being from the company's return to the city:—

Book value	$ 4,480,919
Less 20 per cent idle plant	896,183
Book value of used plant	$ 3,584,736
Add interest	107,542
Total plant chargeable to present subscribers	$ 3,692,278

The method whereby he figures out a profit of 11 per cent on the book value is set out in the following tabular summary, which shows the differences between his estimates and the company's items:—

RECEIPTS.

	Company.	Kelsey.
Exchange revenue	$ 1,336,779 79	$ 1,336,779 79
Long distance	71,318 98	236,643 09
Leased lines	3,206 00	3,206 00
Miscellaneous	2,519 62	2,519 62
	$ 1,413,824 39	$ 1,579,148 50

EXPENSES.

	Company.	Kelsey.
General expense	$ 38,133	$ 38,133
Commercial expense	145,073	145,073
Traffic	357,066	357,066
Conduit rental	86	86
Insurance	13,492	13,492
Repairs	183,140	183,140
Station removal, and changes	27,910	27,910
Depreciation	325,556	133,344
Taxes	31,783	31,783
	$ 1,122,239	$ 930,027

Further summarizing Mr. Kelsey's figures, the following result is obtained:—

Total plant chargeable to present subscribers		$ 3,692,278
Total earnings	$ 1,579,148 50	
Total expenses	930,027 00	
	$ 649,121 50	
Deduction (assumed deduction from abolition of excess mileage)	118,030 00	
Readjusted net earnings	$ 531,091 50	
Add long distance investment, 23·5 per cent		$ 989,095
		$ 4,681,373

Percentage of profit 11 per cent.

The result arrived at by Mr. Kelsey depends on four sets of factors: (1) the deduction of idle plant, (2) the allowance of interest in idle plant during a portion of the time that it is unused, (3) a difference in the method of computation of long distance revenue, (4) a difference in the method of estimating depreciation. These demand further analysis.

Idle Plants.—A summary of Mr. Kelsey's position, as set out in the city's statement, and in his evidence will make clear his position. He states that:—

> "The Montreal plant is primarily designed for 50,000 subscriber telephone stations, or more. At present 35,603 stations constitute the active proportion of the property. It would be manifestly unfair to charge the investment chargeable to the future 14,397 or more subscriber stations to the present 35,603."

He quotes President Vail as stating in the 1910 report of the American Telephone and Telegraph Company that:—

> "It is sometimes advantageous to anticipate growth and it is often but only done when the saving on construction costs and other advantages more than balance the cost of carrying idle equipment. In other words, not to provide for advance construction doubles the cost of the plant."

He then states in his summary that "the average amount of the total property for a telephone company in present use, usually averages 80 per cent." And he continues:—

> "Notwithstanding Mr. Vail's apparently generous position in the matter, we feel that since the 20 per cent excess property can be used up in four years, the company should only be allowed to add to the total plant value the legal rate of interest on the value of this idle plant for the average time of two years, instead of adding the total value of the idle plant itself."

That is to say, the net value of the plant in which rates should be computed should be based on the plant value minus the value of the idle plant, plus two years' interest on this idle plant. This 20 per cent covers not only future growth, but also other factors, such as removals, changes and spares necessary to take care of accidents.

There is no question that preparation for future needs is one of the incidents of the proper management of a public utility corporation. If it is to allow demands for service to pile up and then make an expansion only after the urgency is sufficiently great, the public will be subjected to the disadvantage of delay in obtaining service, and at the same time the piecemeal method of construction this will necessitate will undoubtedly add to the cost of the plant. A comprehensive system of preparation for future needs must be followed if there is to be proper expansion. Undoubtedly this will normally lesson the cost of construction to the company. It is also of advantage to the public using telephone service because it gives a decreased basis on which earnings are to be obtained. Telephone rates must, within certain areas at least, be average rates. A common rate covers in a certain class, not only a large user of service, but also a smaller user of service, and if the company can expand the area of its services while at the same time economizing in its capital costs it is to the interest, in the long run, of the telephone user.

It is stated that this idle plant is used up in four years and that telephone users should be debited at any particular moment with only two years' cost of this idle plant. But this is conjecture. The so-called idle plant may be used up in much less time and so but little assistance in arriving at a decision is rendered by this computation.

Again, even admitting that for some considerable period of time there is plant not actively in use, it does not necessarily follow that it is fair to deduct this from the plant value. A railway may add largely to its box car equipment in order to handle grain. The grain may be rushed forward and then a considerable portion of this equipment may be idle during the balance of the year. Again a large addition may be made to such equipment in expectation of large harvests and then through untoward natural conditions there may be short harvests, and consequent surplus of rolling stock. Should the railway receive no credit for this surplus, or should the credit be worked out simply as an average? As a matter of fact, in railway transportation, and also in telephone service readiness to serve is an important factor, and this readiness to serve is afforded in greater degree to the user of the telephone system when adequate preparation is made for future expansion. It may be urged that this readiness to serve is a readiness to serve prospective not present users, and that the cost of it should be therefore not charged against present users. But the prospective user is constantly becoming a present user. Further, one should not think of the situation as being simply concerned with the new subscriber who has a telephone installed. There is also the advantage to the one who already has a telephone installed and the value of whose facility is increased by the additional new subscriber with whom he may now communicate. The value of the service is a most important factor. With every addition to the telephone network the range of the facility is widened for the one already using the telephone, and consequently, he is constantly sharing in the progressive utilization of the so-called idle plant—plant which, if properly handled, is simply a proper provision for legitimate expansion.

Again, the provision for 6 per cent interest on the idle plant, be it for two years—or for a longer or for a shorter period—does not afford any proper index of what should be added. For if it is proper at the present moment to allow interest at 6 per cent for two years on the idle plant, then it was proper to make a similar allowance in 1910, in 1909, and so on back through all the years that provision has been made for future demands. This would mean a considerable addition to the plant value of the company. This addition is not before us. If it were it does not seem to me to be justifiable to increase by such a conjectural computation the value on which rates might be computed if book values are taken. If this were allowed it would happen that there would have to be added to the book value, and to the rates based thereon, allowance for a constantly expanding body of interest on the so-called idle plant of the past although this had long since been converted into plant in present use.

Long Distance Revenue.—As has been seen, the company has attributed to Montreal 35 per cent of the revenue from the long distance tolls there originating.

This, as has been pointed out, is a pure matter of conjecture. On the other hand, Mr. Kesley stated that as he had found from *The Telephone Gazette* that during a given period Montreal originated and terminated 14½ per cent of the long distance business of the company, he considered it should, therefore, be credited with this percentage of the long distance revenue of the company which would, that revenue being $1,632,021.37 for 1911, give Montreal $236,643.09. This may be more nearly correct than the estimate submitted by the company. Probably it is. But it is equally conjectural in its basis. The company has professed its inability to properly divide up long distance costs. This has not been adequately combated by the experts of the city. Nor does it appear clear at the present moment how a scientific basis of distribution as between the lines originating or terminating the message within the city and the lines transmitting it beyond is obtainable. But once the message passes beyond the exchange limits of Montreal it is using the long distance transmission system of the company; all of the costs connected with the message in Montreal are not over when the message is either sent or delivered from there. There are costs beyond. To the extent of these undefined costs it is unfair to attribute the 14½ per cent to Montreal as revenue, regardless of the additional costs.

Depreciations.—The city's experts state that their figure for depreciation, viz., $133,344:—

> "Is arrived at on a basis of $4 per station year for the average number of Montreal stations for 1911. This rate will furnish the means of keeping a telephone plant in perfect repair for all time, but of course will not permit of gigantic reserves. Such a rate of $4 per station year will admit of an eventual surplus of 10 per cent which is considered prudent enough for almost any business purpose."

The content of depreciation, as set out by Mr. Bloom in his evidence, covers gradual depreciation as the result of decay, wear and tear which occurs in spite of repairs; inadequacy or obsolescence which may be caused by advances in the state of the art; increase in traffic requiring plant of larger capacity; and changes in popular demand, age, use or public requirement. This is substantially the definition of Floy in his *Valuation of Public Utilities*, p. 22, where he states that depreciation:

> "in appraisal work means a reduction in utility, expressed in dollars due to any deterioration in physical plant by reason of (*a*) wear and tear; (*b*) age or physical decay; *(c)* inadequacy; *(d)* obsolescence; *(e)* deferred maintenance."

While Mr. Kelsey was disposed to criticize the provisions for inadequacy, obsolescence and contingencies arising from storms, the experts on both sides agreed in recognizing the business importance of providing for depreciation.

Mr. Kelsey has developed the idea of setting aside $4 per station year from his own experience. The company sets out, in its statement H, the following computation showing the average depreciation:—

SESSIONAL PAPER No. 20c

DETAIL OF DEPRECIATION—MONTREAL EXCHANGE.

Kind of Plant.	Replacement Cost.	Annual Depreciation.	
		Per cent.	Amount.
	$ cts.		$ ctt.
Land	577,893 00		
Buildings	677,897 00	3·0	20,337 00
C. O. equipment	1,448,052 00	9·9	143,357 00
Sub-station equipment including installing pay stations and P. B. X's	654,052 00	10·0	65,405 00
U. G. conduit main	604,931 00	2·0	12,099 00
" " subsidary	106,752 00	6·7	7,152 00
" cable main	591,714 00	3·0	17,751 00
" " subsidary	163,023 00	5·8	9,455 00
Aerial cable	318,140 00	5·8	18,452 00
Cable terminals	72,404 00	10·0	7,240 00
Pole lines and cross arms	262,000 00	10·0	26,200 00
Bare copper wire	55,881 00	5·8	3,241 00
Bare iron wire	716 00	14·5	104 00
Twisted pair and interior block wire	146,192 00	10·0	14,619 00
Total or average	5,679,647 00		345,412 00

Average depreciation 6·1 per cent.

The Railroad Commission of Wisconsin, which has gone into the question of the regulation of public utility corporations more thoroughly than any other state commission, says, in regard to business practice in regard to depreciation:—

"Depreciation is an item that is always present. Practically all parts of the physical property of the plants outside of perhaps the land, begins to deteriorate, as soon as the plant is ready for operation, and this deterioration continues until the property becomes useless. Part of this deterioration is due to wear and tear, and part of it is due to natural causes, such as the elements, &c. As the different parts become worn out, they must be replaced by new, and this replacement is often very costly. It is an expense that also, in the end, must be borne by the customers of these plants, and is therefore a proper charge to operating expenses. As this depreciation is constantly going on, the charges by which it is covered should also be regular. That is, a sufficient amount of money should be set aside each year to cover the cost of replacing each part of the plant as it becomes useless or unfit for further use. The amounts so set aside should depend upon, or be adjusted to the life of the property. For property, the useful life of which is only ten years, the sum set aside must be relatively greater than for property that can be used twice as long.

"There are two methods in common use among public utilities, outside of steam railways, for determining depreciation. One of these is known as the straight line method. Under it the life of the unit is determined, and it is then assumed that during this life the depreciation is uniform. For units having a life of ten years, one-tenth of their cost is then set aside annually for their replacement. When, of these ten years, five have elapsed, the unit is supposed to be worth only one-half of its original cost, or of the cost of replacing it. This method is comparatively simple and has been widely used.

"The other method is based upon a slightly different theory. In this case it is assumed that the amount set aside annually for depreciation should be

invested at compound interest, and that the amount so set aside, plus the interest, will be sufficient to cover the replacement at the end of the life of the property. Since, in this case, the interest also is made a part of the fund, it follows that the amount that must be set aside each year is smaller than it would be if interest was not allowed or included. Under this method the value of the unit at any intermediate year during its life is its first cost, or the cost of reproduction less the amount of the sums set aside, including the interest on the same.

"Under the first of these plans, the drop in value is the same each year during the entire life of the unit. Under the second method the drop is light at first, while the amount set aside is small, but it increases as this amount grows larger, and toward the end of the period it rises quite rapidly. For short life units the difference between the two methods is probably not very material. For long life units, on the other hand, the difference may be of importance. This is especially true when there are changes in the ownership. Since under the latter method the fall in the value is greater in the latter than in the first part of the period, it would also seem that depreciation would fall heavier on purchasers than on sellers of such plants. This is a matter, however, that can probably be adjusted without much trouble. Upon closer analysis it would probably be found that neither method exactly corresponds to actual experience. The latter, however, appears to be the more highly recommended. When strictly adhered to, it would also seem to be the more economical."—*Hill et al, v. Antigo Water Co., Wisconsin Railroad Commission, August 3, 1909, pp. 21-22.*

It has also stated:—

"The amount that should be charged annually for depreciation is difficult to determine. The life of the various classes of property depends very largely upon the original quality of the same, the location, the kind of usage to which it is subjected, the amount expended for ordinary or current repairs, and upon other factors of this character. In addition to this there is also the question of obsolescence, or such changes as become necessary because of new inventions or because of changes in the art. In the electrical field in particular such changes are very frequent. It is usually held that from 5 to 10 per cent on the investment is required yearly to meet depreciation of all kinds depending upon conditions. Where current repairs are light, it is probable that the amount to be set aside will closely approach the latter figure; when current repairs are heavy, and the property kept in good condition, the former figure may be sufficient. A great deal depends upon the conditions under which the plant is operating. It is probable that the actual amount that is needed by any particular plant can be determined only through experience and by a close study of all the facts involved."—*Railroad Commission of Wisconsin, June 2, 1908, City of Dodgeville v. Dodgeville Electric Light and Power Company.*

In practice, the Wisconsin Commission has recognized varying rates of depreciation depending upon particular facts. In one case it recognized a rate of 3·67 per cent. But aside from this case it has recognized rates varying from 6½ per cent to 14·16 per cent. In Louisiana, the Special Committee of the New Orleans Board of Trade has approved of a rate of 7½ per cent.—*Report of the Special Committee of the New Orleans Board of Trade on "Telephone Conditions in New Orleans, etc." Approved April 8, 1908, p. 63.*

In Massachusetts the eminent telephone engineering experts, Messrs. D. C. and W. B. Jackson, have recognized a depreciation rate of 7·3 per cent of the value—

exclusive of land, general supplies, and working capital.—*Massachusetts Railway Commission Report, 1909, p. 21.*

In Nebraska a rate of 8 per cent has been recognized by the State Railway Commission. While in South Dakota rates of from 6 per cent to 8 per cent have been approved by the State Railway Commission. In Kentucky the Federal Circuit Court has approved of a rate of 7 per cent, while in Oklahoma the same rate has been approved by the Supreme Court of that State.

The Maryland Commission, in the recent Baltimore case has recognized 6 per cent as a proper rate. *Public Service Commission of Maryland, in the matter of the Chesapeake and Potomac Telephone Company of Baltimore, Case No. 38, pp 3 and 4.*

The Public Utilities Commission of New Brunswick has expressed the opinion that 8 per cent is justifiable.—*Board of Commissioners of Public Utilities of New Brunswick in the matter of W. Frank Hatheway et al v. New Brunswick Telephone Company, Limited, p. 15.*

The reliance which Mr. Kelsey reposed on the Hagenah report as confirmatory of his position, that the setting aside of a specific sum per station year gave an adequate provision for depreciation, makes it of value to look into this report in some detail. This report was presented to the telephone sub-committee of the city of Chicago, December 27, 1910, by William J. Hagenah. Not only in his specific calculation of depreciation of value, his statements as to the content of depreciation are also pertinent. He states that:—

> "The first step in the determination of what constitutes a sufficient charge against operation for this purpose (*i.e.*, depreciation) is the calculation of the approximate life of the plant as a unit, or its composite life."—*p. 47.*

On the basis of computations presented, he estimated that a depreciation rate of 6·66 per annum would be sufficient. He, however, prefers the sinking fund method, and states that it is not sufficient to deal with the plant as if it always continued in use until replacement was necessary. Consequently, there must be additional loading. He sets forth his conclusion as follows:—

> "Municipal requirements, the demands caused by city growth and the rapid growth of the company itself, occasions expenditures of this character. The frequent changes in telephone locations due to subscribers discontinuing their service, or removing to another part of the city, resulting each time in the loss of certain property, also makes the actual depreciation in excess of what appears necessary under normal conditions. For these reasons, as justified by an analysis of expenditures covering some of the above items, the yearly rate of depreciation for this plant may be placed at 5½ per cent."—*p. 51.*

It is apparent that whatever agreement exists between Mr. Kelsey's station year basis and Mr. Hagenah's percentage basis is one of coincidence, not of principle.

The latest expression of Mr. Hagenah on the subject of depreciation has been in connection with the Wichita case. Here he has stated that:—

> ". . . . applying well established principles for this determination, it would appear that an annual allowance of 8 per cent on the reproduction cost now of the depreciable property when placed in a separate reserve would permit of the ultimate reproduction of the property."—*Analysis of Rate Schedule submitted by the Missouri and Kansas Telephone Company to the City of Wichita, Kansas, May 29, 1911, by William J. Hagenah.*

In general, then, the percentage basis has the sanction both of business experience, and the approval of regulative tribunals. Either the straight line or

the sinking fund method may be used. While the latter is more scientific, no inherent objections attach to the former.

For the reasons already stated the book value of the Montreal plant is taken, as stated, at $4,480,919. Mr. Kelsey also includes in his plant value the item of $989,095 for long distance investment. While his figures for long distance toll revenue properly attributable to Montreal are conjectural and subject to the criticisms already made, they may be taken as set down. On the expense side depreciation may be calculated on the value made up of the book value as given, plus Mr. Kelsey's allowance for long distance equipment, but deducting therefrom the value of the land as returned in the company's statement A.

It will be noted that while in the company's statement of depreciation already quoted no allowance is made for depreciation on land, there being normally an appreciation in this item, the value of the land is included in the base on which the average percentage of depreciation is computed. This of necessity decreases the percentage ratio. It is proper to deduct the value of the land obtaining thereby on the company's figures on the items subject to depreciation, a rate, not of 6·1 per cent, but of 6·77 per cent.

A comparison may be made with the figures as given in the Hagenah report. In that report a calculation of composite life is given on page 48 thereof. The Montreal percentage figures may be converted into figures of life in years. The following table which covers the leading items of the two tables gives a comparative statement so far as identity of subject matter renders comparison possible:—

Montreal Life in Years.	Chicago (Hagenah report) Life in Years.
Buildings, 33⅓ years	50 years.
C. O. equipment, 10·1 years	10 "
Substation equipment and P. B. X's, 10 years	10 "
U. G. Conduit-main, 50 years	40 "
U. G. cable-main, 33⅓ years	25 "
Aerial cable, 17·2 years	15 "
Bare copper wire, 17·2 years	12 "

The Hagenah report states "while certain of the items are estimates, and must necessarily be so, they are based on the experiences of many plants and substantiated by the judgments of those whose knowledge and experience make their opinions valuable"—(P. 47). The Montreal figures are Montreal "experience" figures, which are stated to be in substantial harmony with the American Bell experiences.

After due consideration it does not appear that the revised percentage of 6·77 adopted by the company in the present case is out of line, or that the percentage system is improper.

In considering the correlated figures the following results are now obtainable:—

Book value		$ 4,480,919
Long distance equipment, 23·5 per cent.		989,095
Receipts as per Kelsey statement	$ 1,579,148	
Expenses per company's figures, less depreciation	$ 795,683	
Depreciation at 6·77 per cent on adjusted book value less land value	330,196	
	1,125,879	
Net earnings	$ 453,269	
Percentage of profit		8·28

In this analysis the attempt has been made, so far as possible, to eliminate conjectural computations, or methods of calculation of depreciation which have not the sanction of experience and authority. Mr. Kelsey stated in evidence that a return of 8 per cent on book value was justifiable. The difference between this figure and the figure 8·28 per cent is too slight to warrant a rate reduction on this basis, or in fact to permit an appreciable revision to be made. It must be frankly recognized that there enters into the computation the conjectural element as to long distance earn-

ings which, as here included, is probably a maximum, and it is apparent that any variation downward of this figure would decrease the percentage of return. It may also be frankly admitted that with more refined data a more exact analysis could be made. It is problematical whether this would make much difference.

The burden is on the one attacking the reasonableness of a rate to make out an affirmative case. It appears, therefore, that the city has not upheld its attack on the reasonableness of the rates *per se*.

THE BLAKE SET AND THE LONG DISTANCE TRANSMITTER.

The difference in rates between the Blake sets and those equipped with the long distance transmitter has already been referred to in Mr. Sise's explanatory statement. Mr. Mott, in the course of his evidence for the city, said:—

> "The principal difference between the Blake set and the common battery set is in the transmitter. Now these Blake sets, as I started to say, are more expensive sets than the common battery sets. They are more expensive to maintain. The same plant equipment is used in connection with the Blake set as is used in connection with the common battery set, and yet with the more expensive instrument, the Blake set, more expensive than the common battery, and more costly to maintain, this company charges $5 less for its use."

The Blake set was spoken of by Mr. McFarlane in the course of his argument, as inadequate equipment. While Mr. Mott contended that the principal difference was in respect to the transmitter, Mr. Sise admitted that so far as the difference between the long distance transmitter and the Blake transmitter was concerned there was no justification on this ground for the difference in charge. Mr. Mott and Mr. Sise are agreed that the Blake transmitter does reproduce the voice well. Mr. Mott, in cross-examinatiton, stated that the Blake transmitter, unless reconstructed, is not as good as the long distance transmitter for long distance conversations. Mr. Sise's contention that the Blake transmitter was out of date is corroborated by Mr. Mott, who states that his information is that it is not being manufactured to-day. In the territory with which he is especially acquainted in the United States, it has not been in use since about 1898. It was found that the Blake set was not so satisfactory in connection with the metallic service.

The metallic circuit, or two wire system, is now used with the Blake set as distinguished from the old system of a single wire with a ground connection which is no longer workable in large cities. But while it is thus connected up with the central energy, or common battery system, and while the subscriber may be spoken to from Central on this central energy equipment, it is necessary in order to operate the transmitter at the subscriber's substation, to have a single cell battery at each substation which is equipped with a Blake set. That is to say, that while the subscriber may be spoken to from Central by means of the central energy equipment, he cannot speak to Central or to another subscriber unless his set is equipped with a Leclanche, or dry cell battery.

The situation then, is that through advance in telephonic art the Blake set is now out of date and is no longer manufactured. It further appears that unless there is additional equipment it will not work in connection with the central energy system which is now almost universally used in large installations in connection with manually operated telephones.

In the case of the central energy system, the battery power necessary for signalling and for the transmission of speech is located at Central. On this account it is much easier for the experts of the company to detect and remedy defects in connection with subscribers' instruments. In the case of the Blake set the detection and

remedying of defects necessitates more frequent visits of inspecting officials to see the individual instruments than are necessary in the case of the ordinary instruments.

The 615 telephones of this type now in use in Montreal are simply survivals. It is not the function of the Board to order that antiquated apparatus should be continued or discontinued unless the efficiency of the service is involved. It is true that the evidence points to the Blake set being a more expensive instrument to operate, while at the same time it has a lower rate. But this is not a conclusive criterion of discrimination in the present instance. The ultimate determination of whether a preference is undue or a discrimination unjust, is a question of a quantitative weighing of facts. In the present case the number of the Blake sets is so small as compared with the total number of instruments in use, that it does not appear justifiable to intervene to change the existing situation.

DISCRIMINATION.

The central fact in the city's attack on excess mileage charges is that they are discriminatory. The matter of discrimination was developed in the evidence of Mr. Mott. The question of discrimination was urged as to localities. City rates have been extended to Montreal West, Outremont, and Notre-Dame de Grâce and Mount Royal wards. It is complained that the residents in Ahuntsic, Bordeaux, and Longue Pointe have to pay excess mileage. It is alleged that this difference is discriminatory. It is further contended that the existing method of computing excess mileage is discriminatory. The position as set out by the city in its summary may be quoted:—

> "The company's present method of computing its extra mileage charged is most unjust, as will be seen from the following examples: in the western portion of the city the free flat rate service is furnished 3·25 miles west of Westmount exchange. If, however, a subscriber is located 3·5 miles from the same exchange or ·25 mile beyond the free area, he is charged an excess mileage of 2·5 miles, or $50 per annum for the additional ·25 mile beyond said free area, this for the reason that the extra mileage charge commences at an imaginary line one mile distant from the Westmount exchange and not from the boundary of the free area. The same condition prevails in greater or lesser degree from other exchanges of the company. The St. Louis exchange imaginary line is ·75 mile within its free area limits."

The rapid expansion of the territory of the city of Montreal has, no doubt, presented many difficult problems to the company. While it would appear that in the extension of services the company might have made use of a zone system, they have seen fit to make a haphazard and unsymmetrical series of extensions which are, no doubt, due to concentrating attention on tthe particular facts of a particular case alone. The existence of a flat rate to Montreal West, a distance of six and one-quarter miles from the city hall, is considered as especially discriminatory by the city as compared with the rates to the north and east. In dealing with this situation Mr. Sise said that the one point, in his opinion, where the company was open to criticism was in extending the Montreal rates to Montreal West and Notre-Dame de Grâce. At the time the rate was given to Montreal West there was a considerable amount of farm land between it and the city. At the time the rate was extended to Montreal West the company was granted an exclusive franchise. This, however, has expired now and no reliance is placed upon this point. Further, Mr. Sise testified under examination by Mr. MacFarlane:—

> "Q. Would it be fair to take the city hall as the centre of the city at the present time, or would you consider it to be the centre of the city?—A. Oh, no, I don't think you can take any point to measure any one point in a thing of

this kind. I suppose the city hall is as reasonable a centre as any other, or the Main exchange, if you take it. We admit the apparent discrimination in the west as compared with the north and east; that is discrimination in that locality as against the others, but we state that we claim that we made a mistake in extending to that territory. There is no discrimination between parties in the same territory."

In December, 1910, when the Bell Telephone Company made an application for the approval of certain tariff supplements covering territory connected with the Toronto exchange, the tariffs in question were found to be discriminatory. The late Chief Commissioner said:—

"At the threshold of the inquiry it appeared that some years ago the company voluntarily established certain tolls to certain districts and subscribers in certain districts at the east end of Toronto, and have maintained these tolls for many years, and now, when new districts come in at the north and at the west, the company, alleging that it is furnishing facilities to subscribers in the east at unprofitable tolls, propose to increase the tolls to subscribers in these new districts to the north and to the west.

"If that were permitted, clearly the statute would be violated, because the company would be charging, with the sanction of this Board, tolls to "A," living in West Toronto, higher than tolls to "B," living in the eastern section of the city; the distance to the subscriber in West Toronto being lower than the distance to the subscriber in the east end of the city, the conditions being similar. . . .

"In the result, therefore, nothing is left but to say that under the law, and the situation the Bell Telephone Company has brought about, there is no alternative but to treat the people in West Toronto as the people in the rest of the city are being treated, and that they will be entitled to pay the like tolls."

It might seem at first blush that the facts of the Toronto case are on all fours with those in the case now before us. But this would rest on a partial view of the case. Mr. Sise was quite correct when he stated in evidence:—

"As I said in the first part of my evidence, it is not a city of Montreal proposition at all, it is the community and the community embraces Outremont, Westmount and Maisonneuve."

The peculiar form of Montreal's civic boundaries emphasizes the fact that there is no necessary sacred connection between free exchange limits and civic limits. When untrammeled by arrangements already made by the company it is a question of particular facts.

In the Toronto case the Board was confronted with a situation lying wholly within civic limits. In the present case the separate municipality of Montreal West is introduced as the measure of the discrimination. It is thus a question of distance, not of civic limits.

No adequate justification of the continuance of the flat rate to Montreal West, while a similar arrangement is refused to sections of the Montreal Exchange territory situated at a similar distance from the main exchange has been made. The existing arrangement is discriminatory. Whatever be the exact distance from the Main exchange to the furthest point of Montreal West which is given the flat Montreal rate, this distance should be taken as the radius of the zone to be described, with the Main exchange as a centre from the west to the east of Montreal Exchange territory as at present constituted, and within the zone so determined the Montreal flat rates should be made applicable.

EXCESS MILEAGE.

As to the general question of excess mileage, this has been dealt with in so far as discriminatory features are connected with it. It is not the existence of excess mileage which constituted the discrimination. It was the charging of excess mileage in one district while another similarly situated did not have it charged to it. In so far as the charge per mile is concerned, this is concerned with a general question affecting not only Montreal but other cities. Nothing was disclosed in the record which is of any assistance in the determination of this matter, and so it will not be passed upon until further information is obtained.

COMPUTATION OF EXCESS MILEAGE IN MONTREAL EXCHANGE TERRITORY.

The company's position is that it has first to define a boundary within which the flat rate applies. Then it has to determine rates for everybody residing beyond the boundary; for it does not consider that people residing beyond the boundary are entitled to the maximum length of line. As an example of the company's practice, under its tariffs, Mr. Sise said that in the case of the St. Louis exchange all individuals residing beyond the free area are charged on a basis which allows one mile from that exchange.

It is stated that the question of average enters to a great extent into the working out of telephone rates. This is unquestionable. The man who makes but little use of his telephone is bulked up with the man who makes a large use of his telephone while paying the same rate. The man who uses his telephone facilities to a slight extent is aiding in paying for the facilities enjoyed by the man who makes constant use of his telephone. This is an anomaly inseparable from the flat rate system. But while the principle of average is to be recognized, the situation that faces us is this: the man living within the free area gets the full advantage of the free area, while the man who lives beyond the free area does not get the full advantage of this.

Now as to the man within and the man without the free area, no attempt was made to justify the difference in treatment by differences in conditions as to equipment or as to conditions of transmission within the free area. In the case of a message transmitted to one man just within the free area, and to another just beyond it, it is not alleged that there is any physical difference or any difference as to the cost of construction of the wire mileage up to the boundary and the same extent of wire mileage up to the boundary forming part of the mileage to the point beyond and over which the message to the point beyond travels. That is to say the only justification alleged for the difference in treatment is the principle of average.

In dealing with questions of discrimination in regard to telephone rates, the Board is referred by Parliament to the provisions of the statute dealing with freight tolls. Now in the present case the situation may be deemed analogous to a local haul as compared with a through haul, the distance covered by the local haul being common to both movements. Now while in practice the situation is constantly met where the portion of the through rate for the mileage of the local haul is less than the local rate thereon it is abnormal to meet the situation where this portion of the through rate is higher than the local rate. A mere principle of average could not be invoked to justify this difference. As I read the Railway Act, Parliament has not empowered the Board to accept it here.

Where the conditions of telephone transmission up to the limit of the free area of an exchange are the same, it is discriminatory to treat the man living beyond this area and within the Montreal Exchange territory in a different way from the man living inside this area. That is to say he should have the same free mileage allowed.

The directions as to rate adjustments above given should come into force by January 1, 1913.

OTTAWA, October 28, 1912.

Order No. 18412.

Upon hearing the application at the sittings of the Board held in the city of Montreal on the 17th day of June, 1912, the applicant and the respondent company being represented by counsel at the hearing, the evidence offered, and what was alleged; and upon reading what has been filed in support of the application and on behalf of the respondent company—

It is ordered as follows: That

1. The applications for an order requiring the respondent company to abolish its present charges of $55 and $35, and to substitute $50 and $30 per annum for business and residence telephones respectively, and to operate its pay stations in such a way as to ensure that no payment shall be collected unless a conversation is effected, be, and they are hereby refused.

2. The respondent company shall extend its present Montreal flat rate to the territory north of the St. Lawrence river within a radius of six miles from its main exchange in the city of Montreal, as shown by a black line on a plan on file with the Board.

3. In the case of subscribers' stations located within the Montreal Exchange territory, but beyond the flat rate zone as defined by clause 2 hereof, mileage, if charged, shall be charged only on the portion of the subscribers' line located beyond the aforesaid flat rate zone.

4. The respondent company shall forthwith publish and file the necessary tariff, or tariffs, making the provisions of this order effective by the first day of February, 1913.

5. The application of the respondent company for permission to amend its tariff of tolls to be charged within the exchange limits of the city of Montreal, C.R.C. No. 1435, is hereby refused.

D'ARCY SCOTT,
Assistant Chief Commissioner.

PRESS TELEGRAPH TOLLS.

Application having been made by the Canadian Press Limited, Toronto, Ont., to the Board, asking that the Great North Western Telegraph Company and the Western Union Telegraph Company be required to file with the Board, a press service rate in all Canadian territory. The matter was set down for hearing at sittings of the Board held in Toronto, April 30, 1912. Subsequently the judgment of the Board was delivered by the Assistant Chief Commissioner, concurred in by Commissioners Mills and McLean. The following is the judgment referred to:—

The Assistant Chief Commissioner:

In this matter the applicant was represented by Mr. E. W. McCready, the manager of the *St. John Telegraph*, and the *St. John Evening Times*; and Mr. H. V. McKinnon, representing the Maritime Province papers.

The application was twofold. First, that the Great North Western and the Western Union Telegraph Companies be ordered to provide special tolls for press service similar to tolls which the Canadian Pacific Railway Company's Telegraph had established by agreement with the Press Association; and, second, that the Canadian Pacific Railway Company's Telegraph, the Great North Western, and the Western Union Telegraph Companies, be ordered to restore the rate in the Maritime Provinces of 25 cents per 100 words for "Press specials," which had been in effect prior to the 1st September, 1910.

With regard to the first portion of the application, I am of the opinion that the applicant's request should not be granted. About two years ago the question of the

collection and despatch of news for the press by the Canadian Pacific Railway Company's Telegraph, as well as the rates charged for such service, was before the Board and an agreement was arrived at between the parties interested and new rates put into effect. The Great North Western and Western Union Telegraph Companies were not parties to that agreement, and they had not sought the press business, or provided the special facilities for its collection and distribution which the Canadian Pacific Railway Company's Telegraph had. The Great North Western and the Western Union Telegraph Companies contend that the applicant's business would be unremunerative and they do not want it at the rates which are paid the Canadian Pacific. Under these circumstances, I see no justification for imposing this burden upon these companies.

With regard to the other branch of the application: It appears that for many years, prior to the 1st September, 1910, the telegraph companies carrying on business in the Maritime Provinces gave a rate of 25 cents per 100 words on what was called "Press specials," i.e., a special despatch to an individual newspaper. This rate had been voluntarily established by the companies. Twenty-five cents per hundred words is to-day and for many years has been the rate charged in Ontario and Quebec for such service. On or about the 1st September, 1910, the telegraph companies commenced charging 50 cents per 100 words for "Press specials" in the Maritime Provinces, although the 25-cent rate for similar service was continued in Ontario and Quebec. This, I think, establishes a prima facie case of unjust discrimination against the Maritime Provinces, and as at the hearing the companies did not establish that there were special circumstances and conditions which justify the difference in rate, I think this portion of the application should be granted, and the telegraph companies ordered to restore the 25 cent per 100 words rate in the Maritime Provinces.

J. M., S. J. McL.

Ottawa, May 10, 1912.

D'ARCY SCOTT.

In pursuance of the judgment the Board issued the following order:—

Order No. 16556.

Upon the hearing of the application at the sittings of the Board held in Toronto on May 1, 1912, the applicants, the Great North Western Telegraph Company, and the Canadian Pacific Railway Company's Telegraph being represented at the hearing, and what was alleged; and upon the report of the chief traffic officer of the Board——

It is ordered:

1. That the application requiring the Great North Western Telegraph Company and the Western Union Telegraph Company to provide special tolls for press service similar to the tolls established by the Canadian Pacific Railway Company's Telegraph under agreement with the Press Association be, and it is hereby refused.

2. That the Canadian Pacific Railway Company's Telegraph and the Great North Western and the Western Union Telegraph Companies be, and they are hereby required to restore the rate of 25 cents per 100 words for "Press specials" in the Maritime Provinces; the said rate to become effective by the seventeenth day of June, 1912.

D'ARCY SCOTT,
Assistant Chief Commissioner.

SESSIONAL PAPER No. 20c

INDICATING OF RATE CHANGES IN FREIGHT AND EXPRESS TARIFFS.

The matter of indicating changes in freight, passenger and express tariffs, was brought before the Board for consideration by the freight traffic manager of the Grand Trunk Railway Company, and the Board having in view the desirability of uniformity in this respect, decided to issue the following order:—

Order No. 16900.

It appearing to the Board that comparison of freight, passenger and express schedules with those which they supersede or amend should be facilitated; and in pursuance of the powers conferred upon the Board by section 322 of the Railway Act; and upon the report and recommendation of the chief traffic officer of the Board——

It is ordered that all freight, passenger and express tariffs, and supplements thereto, applying between points in Canada, or from any point in Canada to a foreign country, filed with the Board on or after September 1, 1912, shall, except as hereinafter provided, indicate advances thereby made in existing tolls by symbol "A" (capital), and reductions by the symbol "R" (capital), with the necessary explanatory note, in the following manner, namely:—

1. Schedules which show the rates opposite the stations—

The proper symbol to be shown against each rate, or each rule or regulation, changed.

2. Schedules in which the rates appear in a table separated from the station list—

(*a*) Unless the station groupings have been varied relatively to their rates, the proper symbol to be shown in the rate table in the manner prescribed in section 1.

(*b*) If the station groupings have been varied relatively to their rates, the proper symbol, or symbols, to be shown against the reference on the station page to the rate table, and against each rule or regulation changed.

Provided that if any rates or matter be necessarily so closely printed as to leave insufficient space for the symbols, or if the latter be otherwise unsuitable, and in such cases only, increases shall be printed in full-face type, and reductions in italics.

And it is further ordered that the requirement that the title page, or front cover, of all tariffs and supplements bear, at the top, the word (or words) "Advance," "Reduction," "Re-isue," or "New Rates," as the case may be, is not hereby abrogated.

D'ARCY SCOTT,
Assistant Chief Commissioner.

CLASSIFICATION OF GRAMOPHONES.

The question of the classification of gramophones in the musical instrument list of the Canadian Classification came before the Board for consideration in April, 1911, in connection with the application of the Berliner Gramophone Company, of Montreal, P.Q., for an order directing the railway companies to provide a carload rating on, and to include gramophones in the musical instrument list of the Canadian classification. After the first hearing in April, 1911, judgment was reserved, and the matter referred to the chief traffic officer of the Board for report. Subsequently the judgment of the Board was delivered by Commissioner James Mills, concurred in by the Assistant Chief Commissioner, Commissioner McLean dissenting. The following are the judgments in the matter:—

JUDGMENT.

Commissioner Mills:

In *re* the application of the Berliner Gramophone Company, Limited, Montreal, for an order directing the railway companies subject to the jurisdiction of the Board, to add gramophones, boxed, to the "musical instruments" list in the Canadian Freight Classification, it may be observed as follows:—

The applicant company calls attention to the fact that these instruments are already provided for in the said classification, not as musical instruments, but under a separate heading as "Gramophones and Graphophones"; adding that "gramophones are analogous to music boxes and instruments similar to the 'Regina' and small-sized 'Orchestrion,' both of which are operated by perforated steel discs, which, in principle, are not unlike the flat composition disc known as the 'record' in gramophones; and that piano parts, music boxes, drums, etc., are all embraced in the 'Musical instruments' list, while gramophones are excluded." Hence the application in this case.

The railway companies, through the advisory committee of the Canadian Freight Association, represented by its chairman, John Pullen, Esq., refused to grant the said application, mainly on two grounds:—

1st. That the gramophone is not, strictly speaking, a musical instrument.

2nd. "That gramophones are not shipped in carloads, between points in Canada; that a carload rating is asked for solely for the purpose of obtaining a classification which will permit the loading of these machines in the same car with musical instruments, and securing the advantage of the carload rating of second-class on what is properly a less-than-carload shipment, instead of the present first-class rating; and that, if granted, this would simply pave the way for similar applications for additions, not only to the 'Musical instruments' list, but also to other lists, resulting in the reduction of the carriers' revenues without accomplishing any good purpose in so far as the ultimate consumer is concerned."

If a music box, operated by a spring, and the pianola, used to produce music by attachment to a piano, are musical instruments—and they are so classified by the Freight Association—it seems difficult to avoid the conclusion that the gramophone is also a musical instrument. In fact, it is, in my opinion, scarcely necessary to argue the question; for it is manifestly proper to name a thing from its chief function or most striking characteristic; and while the gramophone reproduces all kinds of sounds, its chief function is to reproduce vocal, band, violin and orchestral music. I think we may properly say that it is the most wonderful musical instrument ever invented; and I need only add that almost the only people who deal in gramophones, buying and selling them, are wholesale and retail dealers in musical instruments.

Admitting that gramophones are musical instruments we are unable to give any good reason for excluding them from the "Musical instruments" list in the freight classification. It is true that hitherto they have not been shipped in carloads between points in Canada—for the simple reason that there has been no carload rating for them. The rate on carloads and on less-than-carload lots being the same, there is nothing to be gained by shipping in carloads; and it should not be forgotten that there are now in the "Musical instruments" list several instruments which are never or scarcely ever, shipped in carloads between points in Canada—music boxes, violins and drums, for instance.

The chief traffic officer of the Board, in his report on this case, quotes from a compromise agreement entered into December, 1905, by the railway companies and a representative of the "Canadian Manufacturers' Association," as follows:—

> "The Canadian Manufacturers' Association withdrew their application for the open or unrestricted mixing of commodities, in carloads, at the highest

rating, to and between points west of Port Arthur, as in effect in the territory east of Port Arthur, in consideration of the railways meeting the needs of the situation by providing for the special cases brought before them, and *in view of their expressed willingness to give equal consideration to any similar cases which may arise in the future.*"

And he adds that——

"In these various trade lists scores of articles that do not move in carloads, are, nevertheless, given carload ratings, that they may be shipped as items of mixed carloads, and for no other purpose."

It is no doubt true, as stated by Mr. Pullen, that there are defects and anomalies in the classification; but it should be borne in mind that the trade-list system (the grouping of commodities with a view to shipping in mixed carloads) was voluntarily introduced by the railway companies—no doubt after careful consideration; and as long as it continues so important a part of the classification, I am unable to see how the companies can refuse to make reasonable additions to the lists, without leaving themselves open to charges of discrimination and violation of the underlined portion of the agreement quoted above.

On a gramophone weighing 300 pounds gross, the freight from Montreal to Calgary is $9.57 under the present less-than-carload (L.C.L.) rating, and $8.04 under the carload (C.L.) rating asked for. To Revelstoke, the figures are respectively $11.34 and $9.51. The difference on a single instrument is not very much; but it may amount to a considerable sum in the aggregate.

The gramophones in question are sold f.o.b. at the factory; so that parties directly affected by the freight rates are the jobber, the retailer, or the consumer—or all three; and I fail to see why a change in the rating is not likely to benefit or injure "the ultimate consumer" in the case of gramophones as in the case of hundreds of other commodities of which the freight on a single article is a comparatively small amount.

Further, it does not necessarily follow that a railway company secures less net revenue from carload than from less-than-carload shipments of goods.

The carload rate is nearly always less per 100 pounds than the rate on less-than-carload lots; but, in the case of a carload, no freight-shed accommodation is required either at the initial point or at destination; the shipper does the loading at his own expense; the consignee generally does the unloading at his expense; the railway company is paid for a full capacity carload, whether the car is filled, half-filled, or third-filled; the car is simply hauled from one point to another fixed point, involving little or no outlay in transit similar to the heavy expense incurred by the frequent shunting of the same car and the handling (loading and unloading) of L.C.L. way freight; and the loss to the company from breakage or other damage to goods is comparatively little, because the shipper (a directly interested party) does the arranging, packing, and staying of his goods in the car; and the consignee, another directly interested party, generally does the unloading.

In the case of less-than-carload shipments, the railway company frequently bears a part of the cartage charges for collecting and delivering the goods; the company has to provide freight-shed accommodation, and it does the loading and unloading at its own expense; the car is rarely filled—in fact, it often goes half empty for a considerable part of the way, while the company is paid only for the actual weight carried; the company has to bear the expense of frequent stopping and shunting at stations; and the loss to the company from breakage and other damage to goods in transit, is relatively heavy—(1) because cars carrying L.C.L. traffic have to be frequently stopped and shunted; (2) on account of hurried loading and unloading at stations; and (3) as a result of the goods being hurriedly dumped into a car with other goods therein, and left to slide about and be broken or otherwise damaged by the well-known slamming and banging of freight cars in coupling, starting, and stopping, especially in the hurried movements necessary to shunting.

The application in this case is supported by the Canadian Manufacturers' Association; it is also supported by jobbers in Ontario and in the western provinces; and my opinion, concurred in by the chief traffic officer of the Board, is, that the said application is a reasonable one and should be granted—that gramophones and graphophones (under their various styls and names), gramophone and graphophone records, phonographs and phonograph cylinders, boxed, should be added to the "Musical instruments" list and be given a second-class rating in the Canadian Freight Classification.

OTTAWA, April 11, 1912.

The Assistant Chief Commissioner:

This application for the classification of gramophones and graphophones with "Musical instruments" in the Canadian Freight Classification was heard by my brother commissioners, Dr. Mills and Commissioner McLean, at a sitting on the 18th April, 1911. The matter was allowed to stand for some time to give the applicants an opportunity of putting in some further information.

The file now comes to me with a memorandum from Dr. Mills, dated April 11, 1912, recommending that the application be granted; and a memorandum from Commissioner McLean, dated April 22, 1912, expressing the opinion that a case has not been made out for the interference of the Board. I have read these, and have also read the report of the chief traffic officer of the Board of the 28th March, 1912.

As my brother commissioners who heard this matter do not agree, it is incumbent upon me to decide the matter. It appears to me to be a question of classification only. My view is, that gramophones and graphophones are quite as much musical instruments as music-boxes, which the railway companies have voluntarily placed in this classification. I therefore concur with Dr. Mills in the granting of the application.

OTTAWA, May 7, 1912.

D'ARCY SCOTT.

Mr. Commissioner McLean:

So far as the Canadian Freight Association objects to the amendment of the classification asked for on the ground that gramophones are not musical instruments and therefore should not be included in the musical instrument list, I think that nothing of any importance depends on this. Gramophones are as musical as a great many other instruments which are apparently recognized as musical instruments. What the Board is concerned with is not the mere abstract question of the logic of classification. I have devoted some time to the study of different classifications, and have not yet been able to work out an inclusive logical principle on which they are based. Mr. Walsh has put the position of the applicants succinctly when he says if the instrument is a musical instrument it is entitled to the same treatment as all other items on the musical instrument list. But is this the only question?

Mr. Chilvers frankly stated that the application, if successful, would only be of indirect advantage to his company. The goods are handled by jobbers. The chief jobbers who deal in these instruments are located in Halifax, St. John, Quebec, Montreal, Ottawa, Toronto, Port Arthur, Fort William, Winnipeg, Calgary, Regina, Edmonton, Vancouver and Victoria. He stated that he had taken the matter up on the application to him of various jobbers. He further undertook to send in copies of the various applications which he had received from these jobbers, and which led to the present application. While a few letters have been received, it so happens that Mr. Chilvers is not able to supply all the material which he promised. The reason for this is readily apparent. On account of the illness of Mr. Chilvers it has not been possible for him to take the matter up until recently. The case has been standing for this information. In the meantime it being the practice of his company to clear its files from time to time so that these files may not be unnecessarily loaded up with

correspondence, a considerable part of the correspondence which he promised has been destroyed.

The jobbers being in reality the persons interested, their position, as developed in the correspondence on file, is of importance. In a letter written on August 8, 1911, Walter F. Evans & Company, of Vancouver, stated that in November, 1909, they had been compelled to ask the Berliner Gramophone Company to permit them to raise the retail price of the Victor Victrola XVI owing to the high freight rate which existed. Three letters from the Mason and Risch Company, of Toronto, under date of May 29, May 30, and August 4, 1911, are on file. The first of these devotes itself to the inconsistency of the classification as it at present exists. It is claimed that it is a very great injustice that at the present time carload shipments can be made up consisting of pianos, organs, cabinet players, stools, and benches, while at the same time the dealers are debarred from enclosing musical instruments such as gramophones. The same position is developed in the other two letters referred to.

It would appear then that the two features to be dealt with are the question of the alleged inconsistency of the classification, and the question of rates. I do not consider it necessary to devote time to the inconsistency of the classification. The classification is inconsistent in this, and in many other respects, and life is too short to engage in the correction of the classification on purely abstract grounds. The matter which is fundamental in this application is that of the rate, and of the circumstances connected therewith.

While the applicant company did not directly challenge the rate, the most important reason given in the letter of the Evans Company is the burden of the rate. In this letter reference was made to the fact that this company found it necessary to apply to the Berliner Company for permission to raise the sale price of the instrument. It was stated by Mr. Chilvers in his letter of March 24, 1911, that "we were obliged to allow dealers to advance the price of the largest of the Victrola types of instruments from $240 to $250." While Mr. Chilvers said that they gave the dealers the privilege of advancing, which they unanimously accepted, it points to the fact, which was more definitely developed later on, that the company has entire control over the selling price of the instruments. In answer to a question he testified that the retail price of the instrument was controlled entirely by his company. When asked what his company would do if one of the dealers cut the price named, Mr. Chilvers replied "we cut him off our list; we won't supply him." It may be further noted that while the increase of $10 was stated to be made on account of the burden of freight rates, the only points from which we have any allegations as to the burden of freight rates are in British Columbia. At the same time the increase of $10 applied generally on this type of instrument as sold at the different jobbing points regardless of the distance from the initial point of distribution by the Berliner Company, and so far as the Board is informed, without any computation based upon the pressure of freight rates at these points. Certainly, if the $10 increase was necessitated at Vancouver on account of the pressure of freight rates, it would follow that such increase being made general would, in various instances, simply mean an additional profit to those handling the instrument.

The Board is constantly told, in connection with applications made to it for revision of freight rates, that if a reduction is ordered it will result in the consumer receiving the article at a lower price. The consumer certainly should participate in the advantage flowing from the reduction by the Board of rates on the ground that they are unreasonable. But to the consumer, who deserves a consideration he does not always receive since he is the end of the distributive process, and the silent partner in it, the advantage of the rate reduction filters slowly, and I am satisfied that in many instances the advantages legitimately flowing from rate reduction never reach him.

The function of the Board is not to ensure the shipper or producer profits on his commodity. The factors affecting production and distribution at a profit are many

and diversified. The rate factor, which is one of them, is the only one with which the Board is concerned. If the Board finds the rate unreasonable it is its duty to direct a proper reduction. But in so reducing it it is not to be assumed that the inability of a producer or shipper to compete in a given market in every instance measures the proper rate reduction. Rate reduction, in so far as the rate is found to be unreasonable is the duty of the Board, and the right of the producer or shipper. But it is only in so far as the rate is unreasonable and not as the insurer of business profit that the Board has authority to interfere. It follows that it is not within the scope of the Board's functions to readjust the balance of profit between the shippers or producers and the railway. Its intervention, it is true, may by directing rate reduction affect this balance; but its action is concerned with the particular facts affecting the reasonableness of the particular rate or rates.

In the present application the Board is confronted with a situation in which the retail price of the article produced is entirely controlled by the producing company. The price is uniform regardless of local conditions, length of haul, or freight charges. The price cannot be increased without the permission of the Berliner Company, and if the price is reduced by a dealer, the penalty is that the dealer will no longer be permitted to carry the instruments in question. It is not within the scope of the Board's jurisdiction to pass any opinion upon the legitimacy of the arrangement above outlined. It is justifiable to recognize the fact.

It would appear upon the facts of the application before the Board that it is in essence simply a question of readjusting profits between the railway and the producer, jobbers, and retailers concerned, and that the consumer in no way stands to gain from any change in the situation. It has not been established that the rates are unreasonable, and I am therefore of the opinion that a case has not been made out for the interference of the Board.

Ottawa, April 22, 1912.

Pursuant to the above judgment, the following order was issued:—

Order No. 16931.

Upon the application on behalf of the Canadian Freight Association, and the report of the chief traffic officer of the Board—

It is ordered that the time within which the said order No. 16479, dated May 10, 1912, be put into effect by the railway companies, be, and it is hereby extended until August 1, 1912.

D'ARCY SCOTT,
Assistant Chief Commissioner.

JOINT EXPRESS RATES.

A complaint having been filed with the Board in regard to joint express rates on poultry from Picton to Ottawa, via Canadian Northern and Canadian Express Companies, the Board, notwithstanding the conditions of carriage of express rates by one or more companies, as amended by Supplement No. 7 to Express Classification for Canada No. 2, or of other classification or tariff conditions, rules, regulations on exception, relating to joint traffic, called on the Canadian Northern Express Company to justify the higher tolls the company was charging from points on the Central Ontario railway to Canadian and Dominion Express Companies' points than were formerly charged by the Canadian and Dominion Express Companies between the same points. The matter came before the full Board for consideration at a sittings held in Ottawa, April 16, 1912. The judgment of the Board was deliver by the Chief Commissioner as follows:

SESSIONAL PAPER No. 20c

"RE" CANADIAN NORTHERN EXPRESS COMPANY AND CENTRAL ONTARIO RAILWAY COMPANY.

The Chief Commissioner: File No. 4214,215.

For many years the Dominion and Canadian Express Companies have both operated over the lines of the Central Ontario railway, and this gave the towns and villages along that line exceptional advantages, in that they had access to all points reached by these two companies without the disadvantages that exclusive offices labour under. Recently, the Canadian Northern Railway Company acquired the Central Ontario railway, and has furnished express service through the medium of the Canadian Northern Express Company, the Dominion and Canadian Express Companies withdrawing. This put the towns along that line of railway at the disadvantage of being exclusive offices of the Canadian Northern Express Company, and express traffic passing to and from the offices of the Canadian Northern Company upon this line of railway, and exclusive offices of the Dominion and Canadian Companies, now carries the sum of the locals, instead of enjoying the through rate of one company.

It was explained at the hearing that the Express Companies are now engaged in framing tariffs establishing joint through rates to and from all points in Canada; but as the amount of work involved is very large, it may be some time before these can be made effective.

A concrete example will show how traffic is affected:—

Under the former system a shipment of poultry from Picton to Ottawa of 185 pounds carried a charge of $1.48. Now, by reason of this shipment being handled by the Canadian Northern Express Company to Trenton, and by the Canadian Express Company from Trenton to Ottawa, the charges are $2.22, or an increase of 50 per cent. This arises by combining the local from Picton to Trenton, and the local from that point to Ottawa, as against the former single through rate between Picton and Ottawa.

It has been held both here and in the United States that traffic handled by two or more companies could well bear a heavier toll than when handled by one only, there being extra expense in transferring, way-billing, and the like; and the only thing the Board can do is to see that the joint express tariffs, when ready for submission, contain reasonable and proper reductions from the sum of the locals. We cannot compel the Dominion and Canadian Express Companies to operate over the line of the Central Ontario Railway Company. The people along that line enjoy the same express facilities that other towns, where only one express company operates, enjoy; except that, as the Canadian Northern Express Company has as yet but few offices in Ontario, there will, in the meantime, be more exclusive offices against these points than formerly; but as the Canadian Northern Railway Company extends its lines, this difficulty will gradually disappear. The above illustration of the shipment of poultry from Picton to Ottawa will be cured in a few months; when the Canadian Northern Railway Company completes its connection here, the old rate of the one company will at once become effective again.

The acquisition of the Central Ontario Railway Company by the Canadian Northern Railway Company was perfectly legal; the later company was entirely within its rights in establishing express service through its allied express company, and this necessarily compelled the other two express companies to withdraw from the field. This is a condition we cannot control. No hardship results so long as the new tolls are not excessive. The people along the line in question are naturally in a complaining mood; but they have for years enjoyed better facilities than are afforded at most places of greater size, and in a short time will be on a par with most other points outside of the larger cities.

April 17, 1912.

RE RATE ON PRESSED BRICK.

The Cadwell Sand and Gravel Company, of Windsor, Ontario, filed with the Board in March, 1912, a complaint against the freight rates charged by the railway companies on pressed brick from Bradford, Penn., U.S.A., to Windsor, Ont., alleging the former rate of $1.60 per ton had been increased to $2 per ton. The complaint was formerly heard at a sittings of the Board held in Toronto, April 30, 1912, in the presence of counsel for the interested parties, and subsequently the judgment of the Board was delivered by Commissioner McLean:—

COMPLAINT OF THE CADWELL SAND AND GRAVEL COMPANY, OF WINDSOR, ONTARIO.

File 19391.

Mr. Commissioner McLean:

Complaint was made on behalf of the Cadwell Sand and Gravel Company, by Mr. H. D. Drake, to the effect that where formerly the rate on pressed brick from Bradford, Pennsylvania, to Windsor, Ontario, was $1.60 per ton, the rate is now $2 per ton.

Mr. Hayes, on behalf of the Canadian Freight Association, stated that the increase in the rate was the outcome of the readjustment of rates in the United States contingent upon a decision of the Interstate Commerce Commission in the Metropolitan Brick Company *et al,* vs. Ann Arbor Railway Company *et al,* 17 I.C.C., 197. In this case, in which various cognate applications were joined, the Interstate Commerce Commission decided in substance that there is no transportation reason for making different rates on different grades of fire, building, and paving brick. This decision was rendered on November 26, 1909. Subsequently, the American railways realigned their rates on brick; the principle laid down as above by the Interstate Commerce Commission being accepted, and set forth in the phrase "a brick is a brick."

In the working out of the rates on brick it is stated that there were some reductions. These are not before us, and are not involved in the applications. It is admitted that there were increases. The present application is concerned with one of these.

The Cadwell Sand and Gravel Company has built up a business in pressed brick from Bradford. This business has been developing during the past four or five years, during which Windsor received the same rate, viz.: $1.60 as was quoted to Detroit. Effective April 20, 1912, the B. R. and P. Railway Company put in its tariff C. R. C. No. 547, the effect of which was to increase a rate to Windsor from $1.60 to $2. In this tariff the Grand Trunk and the Michigan Central are involved as carriers reaching Windsor.

This application is one of the many in which matters of international railway interests are involved. It is patent that the number of cases in which the thorough regulation of a rate involves dealing with the rate of both the American and the Canadian carrier will steadily increase with the steadily increasing interrelation of the railway network of Canada and the United States. In the present instance two of the lines of carriage between the Buffalo gateway and the Detroit gateway pass through Canada. Formerly Windsor had the same rate as Detroit. Now as the result of the rate readjustment the Windsor rate is 40 cents in excess of the Detroit rate. In justification of this difference it was stated by Mr. Hayes that Detroit was a meeting place for brick for the competition of the bricks produced in Pennsylvania, and the bricks produced in Ohio, and that consequently, the rate for the brick from such a point as Bradford to Detroit was held down by the competition of the brick from Ohio.

Under the rate of $1.60 existing before the introduction of this tariff, the Grand Trunk received as its proportion of the rate from Bradford to Windsor, 88 cents, thus leaving 72 cents to the United States carrier from Bradford to Buffalo. The distance

from Bradford to Buffalo being some seventy-eight miles, the ton mile rate works out about ·92 of one cent per ton per mile. Under the new rate of $2 to Windsor, the Grand Trunk in this instance receives $1.20 out of the rate; the result is that the Grand Trunk receives an increase of 32 cents in its proportion, while the B.R. and P. receives an increase of 8 cents in its proportion. The B.R. and P. under the new rate, has a ton mile of 1·02 cent, while the Grand Trunk receives a ton mile rate of ·521 cents, as compared with a former ton mile rate of ·38 cents.

With the reasons which lead to the rearrangement of the brick rates in the United States the Board is not concerned, except in so far as they do or do not afford a justification for the increase of rate on the movement into Canada. With the proportion of the rate from Bradford to Buffalo, the Board is not concerned since the B. R. and P. is not subject to the Board's jurisdiction. But while the Board has no jurisdiction over the B. R. and P., it has to recognize that with the concurrence of the Canadian carriers there has been an increase in the rate charged to the applicant during four or five years he has been engaged in business on the $1.60 rate. Now there is an increase of 40 cents. So far as a portion of the increase is attributable to the increase in the proportion received by the B. R. and P., the Board has no jurisdiction. The carriers subject to the Board's jurisdiction, which participate in the haul from Buffalo to Windsor, must, however, justify the increase in their proportion, an increase of 32 cents. It is a well established principle of rate regulation that where a business has been built up relying upon a particular rate adjustment, an increase in this rate adjustment should not be made without amply sufficient reasons. While it must be recognized that the inter-relations between Canadian and American carriers create many difficult situations, and that in some readjustments at least the Canadian carriers may not be entirely free agents, what the Board must look to in the portion of the rate on an international shipment which is subject to its jurisdiction, is: Is the increase justified by conditions of the haul subject to its jurisdiction? The Board has not been given evidence to show that there is increase of cost of any kind which necessitates and warrants the increase of 32 cents before us, and in the absence of affirmative evidence that the increase is justifiable, the conclusion must be that the 88 cents division of the through rate which formerly prevailed should be re-established from Buffalo to Windsor by the Canadian railways as a proportional limited to brick ex-Bradford and Bradford rate points for furtherance.

While the Board has no jurisdiction over the rate from Bradford to Buffalo, it is informed that the full local to Buffalo is 80 cents, which will enable a through rate of $1.68 to be built up. Further the proportional from Buffalo to Windsor should be the maximum to direct line points. The tariff putting this into effect should be filed within forty-five days from the issuance of the order making this judgment effective.

S. J. McLEAN.

J.M., H.L.D.

In pursuance of said judgment, the Board, on September 21, 1912, issued the following order:—

Order No. 17552.

Upon the hearing of the application at the sittings of the Board held in the city of Toronto on April 30, 1912, the applicants and the Canadian Freight Association being represented at the hearing, and what was alleged; and upon its appearing that the Grand Trunk Railway Company will receive an additional 32 cents per ton as its proportion of the increased rate to $2 per ton—

It is ordered that the proportion, namely 88 cents per ton, which accrued to the Grand Trunk Railway Company as its percentage division of the joint rate of $1.60

per ton charged from Bradford, Pennsylvania, to Windsor, Ontario, prior to April 20, 1912, be restored by the Grand Trunk Railway Company, within forty-five days from the date of this order, as a proportional rate from Buffalo to Windsor, Ontario, and as the maximum proportional to intermediate Grand Trunk Railway points, limited to brick shipped from Bradford and Bradford rate points destined to Windsor and the said intermediate points.

H. L. DRAYTON, *K.C.*,
Chief Commissioner.

On October 16, 1912, the Board issued a further order (Order No. 17781) postponing the effective date of order No. 17552 until a rehearing could be had; the Grand Trunk Railway Company having in the meantime made an application for a rehearing, this application of the Grand Trunk Railway Company was subsequently heard on January 21, 1913, and on March 25, 1913, the judgment of the Board was delivered by Commissioner McLean, concurred in by the Chief Commissioner and Commissioners Mills and Goodeve:—

Mr. Commissioner McLean:

On the original hearing of this complaint, the only matter at issue was the increased rate on pressed brick from Bradford, Pennsylvania, to Windsor, Ontario

The decision as given in the original hearing was based on the procedure which had been adopted by the Board in respect to the onus in the matter of reasonableness. In effect, the decision as rendered was a non-suit so far as the railway was concerned. The Board has laid down in various decisions that where a rate which had been for some time in force was increased, the burden of proving that such increase was reasonable was on the railway; it being held that a rate established in the first instance by a railway of its own volition was presumptively reasonable; and that it was incumbent on the railway, if such initial rate was reasonable, to show with reasonable conclusiveness what changed conditions or increase in cost of operation justified the advance of the rate. The Board, it is true, had on various occasions expressed opinions somewhat at variance with this. In dealing with the question of joint switching rates in Toronto, Chief Commissioner Killam used the following words: "It does not appear to me that the railway companies are bound to make an exception in the case of Toronto, or that because of their having thus mutually absorbed these charges for a considerable length of time they must necessarily continue to do so forever. The whole question is one of reasonableness, and while the continuance of the practice affords evidence of its reasonableness, it is not conclusive."—*Canadian Manufacturers' Association v. Canadian Freight Association, 7 Can. Ry. Cas., pp. 307, 308.*

The same position was followed by the Board in *Laidlaw Lumber Co. v. Grand Trunk Ry., 8 Can. Ry. Cas., p. 194,* and in *Montreal Produce Merchants' Association v. Grand Trunk Ry. and Canadian Pacific Ry. Companies, 9 Can. Ry. Cas., p. 235.*

The railways have continuously urged before the Board that while there have been increases in general cost of operation, it is not possible to analyze these increases so as to show in detail how they affect each particular commodity moved, and whether each commodity moved participates in the increased cost of movement in greater or lesser degree. Undoubtedly the railways, in common with other portions of the public, have felt the effect of the steadily upward movement of the price curve, a movement which has been so practically continuous in one direction that the curve is now virtually tangent. In effect, the decision in the Pulpwood case is that while the continuance of the particular rate may raise a presumption of fact as to the unreasonableness of the increased rate, there is no presumption of law which must be rebutted. In dealing with an analogous situation, the Supreme Court of the United States has said:—

"Undoubtedly, where rates are changed the carrier making the change must be able to give a good reason therefor; but the mere fact that a rate has been raised carries with it no presumption that it was not rightfully done."—*Interstate Commerce Commission v. Chicago Great Western Ry. Co., 209, U.S., p. 118.*

The Board had dealt with the onus as to reasonableness in the Pendor group of cases and in the Davy Case.

Complaint of James Pendor & Co., St. John, N.B., respecting rates on iron goods from St. John, N.B., to points on the Quebec Central Railway.—File 10720.

Complaint of the Portland Rolling Mills, Ltd., of St. John, N.B., against the rates charged on bar iron and nails from St. John, N.B., to Quebec Central Railway points.——File 10720-1.

Complaint of the Maritime Nail Company, Ltd., against the rates charged on bar iron and nails from St. John, N.B., to Quebec Central Railway points.—File 10720-2.

Davy v. N. St. C. & T. Ry. Co., 9 Can. Ry. Cas., 493.

In these cases the onus being placed on the railway, it was required that the information as to changed conditions and cost should be as to the particular commodity on which the rate increased had been made.

Now, while the onus still remains, the effect of the Board's judgment in *International Paper Co. et al v. G. T. R. Co. et al* is that the Board has a wider discretion. This judgment in effect sets out that not particular cost alone or conditions peculiar to that particular commodity, but all material conditions and costs, including therewith comparison of rates, may be given such weight as seems reasonable to the Board. It follows that for this purpose all tariffs on file with the Board, whether referred to in the record or not, are part of the record.

The present re-hearing must be dealt with in the line of the principles which the above mentioned case had developed.

In the application for a re-hearing, the railways stated that while the original application had dealt simply with the question of increase of a particular rate, the change in rate was the outcome of the adoption of a new rate scheme in regard to bricks, in which while there were some upward movements, there were other downward movements. They plead in effect that the rate situation in respect of the brick movements should be looked at from the standpoint of the rate scheme, not from the standpoint of a particular rate.

In the original hearing, much had been made of the decision in the United States, in which the Interstate Commission had directed that identical rates should be given on fire brick, paving brick, and building brick. This decision is spoken of in railway circles as meaning that "a brick is a brick." It was shown in the re-hearing that whatever the pertinacity of this phrase may be as a determining factor in the reasonableness of rates on brick in the United States, it has no necessary connection whatever with what has been done in Canada by the railways, and that the railways have acted entirely of their own volition.

The railways having urged that the general effect, not the effect of a particular rate, should be considered, they were permitted to file statements showing the nature of the brick movement to various representative points, the earnings on these movements at the new rates, and the earnings on the old rates. These statements are now before the Board. They cover movements to Toronto, Oshawa, Hamilton, Midland, London, Brantford, Windsor, and Guelph, Ont., from points of origin in the United States. Of these points of origin, eight are located in Ohio, viz., Nelsonville, Canton, Cleveland, Delaware, Portsmouth, Wadsworth, Marietta, and Strasburgh; six are

located in Pennsylvania, viz., Emery, Lewis Run, Rochester, Bradford, St. Marys, and Karthaus; two are located in Kentucky, viz., Ashland and Haldeman and one in Michigan, viz., Detroit. These returns cover the movements of fire brick, paving brick, and building brick for a period from June 1 to November 30, 1912, over the Grand Trunk Railway system, the Michigan Central, the Toronto, Hamilton and Buffalo, and the Canadian Pacific Railways. These cover a total movement of 761 cars, subdivided as follows: Fire brick, 578; building brick, 120; paving brick, 63. The statements presented do not cover the Wabash and Père Marquette movements. The Wabash did not move any cars of brick from the United States to any of the points mentioned during the period in question, while the Père Marquette moved 46 cars to Chatham and Walkerville. Six of these were from Detroit, six from Ohio and Kentucky points, and the remainder from New York and Pennsylvania. The Père Marquette figures do not appear to be very material.

An analysis of the summary of earnings for the six months' period shows a net decrease of revenue, as a result of the arrangement, of $1,988.88. The figures as submitted showed a decrease of $2,122.87. But some portion of the decrease as thus given is due to the fact that in particular cases there is now a through rate, where formerly the only rate combination available was the sum of the locals. This of necessity adds to the percentage decrease. Where the old rate was the sum of the locals this would not be characteristic, as where there was a choice by another route at a through rate there would not be any considerable movement on the sum of the locals. An attempt has been made in checking the summary to make allowance for this. The following summary gives the summary detail as to increases and decreases, both in gross amount and per ton:—

Fire Brick.

——	Pounds.	Decrease.	Increase.	Per cent of Total Movement.
		$ cts.	$ cts.	
G. T. R.	19,540,907	1,854 18		
M. C. R. & T. H. & B.	11,814,965	259 94		
C. P. R.	2,435,100	159 83		
	33,790,972	2,273 95		

Decrease per ton, 13·4 cents.

Building Brick.

——	Pounds.	Decrease.	Increase.	Per cent of Total Movement.
		$ cts.	$ cts.	
G. T. R.	4,130,550		205 90	
M. C. R. & T. H. & B.	178,500		14 60	
C. P. R.	3,152,060	9 64		
	7,461,110		Net 210 86	16·2

Increase per ton, 5·6 cents.

PAVING BRICK.

—	Pounds.	Decrease.	Increase.	Per cent of Total Movement.
		$ cts.	$ cts.	
G. T. R	2,351,760	34 98		
M. C. R. & T. H. & B.	270,000		43 50	
C. P. R.	1,904,600		65 79	
	4,526,300		Net 74 31	9·8

Increase per ton, 3·2 cents.

The figures of the importations of brick into Canada during the year 1912 via Detroit, Port Huron, Black Rock and Suspension Bridge, amounted to 83,281,085 bricks, valued at $1,006,091. The returns as given for the six months' period deal with 45,778,382 pound weight of brick. As the United States Customs returns are for quantity, not for weight, no percentage comparison can be made.

The total movement of brick to Windsor during the six months' period was 79 cars, made up as follows: Paving brick, 2; building brick, 67; fire brick, 10. A further analysis shows that the building brick, which is the gravamen of the Cadwell Company's complaint, is subdivided as to car movement and sources of supply as follows: Detroit, 21; Ohio, 25; Pennsylvania, 21.

There are two points in the application of the Cadwell Sand and Gravel Company: (1) the increase of rate to Windsor is unjustified. (2) Windsor should have the same rate as Detroit, viz., $1.60. The $1.60 rate is fixed by the commercial competition of the Ohio brick plants, which are a shorter distance from Detroit than are the Pennsylvania plants. Under these conditions of trade competition, the rate from the Ohio fields fixes the maximum which brick from the Pennsylvania field can pay. It holds down the Pennsylvania-Detroit rate below the point which it might fairly be expected to pay on mileage. The $1.60 rate being concerned with the condition of market competition at Detroit, which does not exist at Windsor, therefore does not afford a measure of the Windsor rate.

The rate to Windsor remains to be considered.

A summary of the six months' statistics already referred to may be put in condensed form in the following table:—

Railway.	Kind of Brick.	Average Weight per Car.	Average Earnings per Car.
		Lbs.	$ cts.
C. P. R.	Paving	63,153	83 85
"	Building	63,043	50 82
"	Fire	62,438	75 30
M. C. & T. H. & B.	Paving	67,500	83 37
" "	Building	44,625	46 50
" "	Fire	59,366	60 84
G. T. R	Paving	81,693	112 12
"	Building	62,659	57 87
"	Fire	57,473	67 87

It will be noted that in general the building brick, included in which is pressed brick, loads to a lighter weight per car than the other kinds of brick, and returns smaller earnings per car. The weights and earnings on the building brick movements

to Windsor show variations in point of weight and point of earnings as between the different lines:—

Railway.	Average Weight per Car.	Average Earnings per Car.
	Lbs.	$ cts.
C. P. R.	73,250	67 96
M. C. & T. H. & B.	42,833	41 83
G. T. R.	61,983	55 39

There is no movement of building brick by the Canadian Pacific railway to Windsor during the six months' period from Pennsylvania points taking the Bradford rate, viz., $2. For the G.T.R. and the M.C.R. and T.H. and B. the following detail may be expected:—

Railway.	Ex.	Cars.	Loaded Weight.
			Lbs.
G. T. R.	Rochester, Pa.	1	55,000
"	Lewis Run, Pa.	15	858,300
"	Bradford, Pa.	2	143,000
		18	1,056,300
M. C. R. & T. H. & B.	Emery, Pa.	2	86,000
" "	Lewis Run, Pa.	1	42,500
		3	128,500

This gives an average loaded weight from these points via the G.T.R. of 58,683 pounds and via the M.C.R. and T.H. and B. of 42,833 pounds. The weight via the G.T.R., which equals 29·3 tons per car, may be taken in order to measure the earnings. The average receipts at $2 per ton work out $58.68 per car. Out of the $2 rate from Bradford to Windsor, the Grand Trunk receives $1.20 per ton, or $35,34 per car. The distance from Buffalo to Windsor, on which the Grand Trunk earns $1.20, is 230 miles, that is to say, on this haul its earnings per car mile are 15⅓ cents. Under the old proportional of 88 cents per ton, the Grand Trunk earned ·386 cents per ton mile. Under the new proportional of $1.20, it would earn ·521 cents per ton mile.

Comparison with other rates is of interest. The rate from Bridgeburg to Windsor, a distance of some five miles shorter than from Buffalo to Windsor, is on the standard tenth class, 10 cents per 100 pounds weight, which works out 1·03 cents per ton mile. The special town tariff tenth-class is 11 cents per 100 pounds, which works out ·982 cents per ton mile. The special mileage brick tariff is 9½ cents per 100 pounds, which works out ·848 cents per ton mile. Under the brick tariffs which are being considered, the rate from Black Rock to Montreal, via Grand Trunk, is $2.05, or a ton mile rate of ·473. To Ottawa, via the M.C.R. and T. H. and B., and C.P.R., there is the same rate, the ton mile rate working out ·5923. To St. John, N.B., via the M.C.R. and T.H. and B., and the C.P.R., the rate is $4.80 per ton. The distance is 905 miles and the ton mile rate is ·5303 cents. Comparison may also be made with the rate on pressed brick from Toronto to Ottawa and Montreal. The rate is blanketed to both points at $1.80. Ottawa is a distance of 256 miles and Montreal 384. The ton mile rate works out ·703 and ·54 cents.

It has been submitted in evidence before the Board in the matter of rates on quarried stone that one-half cent per ton mile is the lowest rate on that commodity.—*Doolittle and Wilcox* vs. *G.T.R. and C.P.R. Cos., 8 Can. Ry. Cas., 11.*

Stone is a tenth class commodity. It was at the same time submitted by the applicants that the rate should be made up of this one-half cent per ton time for movement expenses plus a terminal charge of 25 cents per ton on the shorter hauls and a lesser terminal charge on the longer hauls. It was held in this case that this procedure was defective in that it did not recognize that terminal cost entered both into the loading on the cars and the unloading therefrom. Computations which have been made in the United States place average terminal costs for loading and unloading at 25 cents per ton at each end of the line. This was the figure of transhipment cost on large movements of grain at Depot Harbour on the Parry Sound Railway. If brick were given a ton mile rate of one-half cent, plus a terminal charge of 25 cents per ton at each end of the route, the Bradford-Windsor rate would be $1.55 plus 50 cents, or $2.05 per ton.

Reference has been made to the special mileage brick tariff from Bridgeburg to Windsor. In the absence of evidence as to there being an actual movement over the whole of this distance on this tariff, a comparison may be made with a low grade commodity which does move. Brick and coal are both tenth-class in the Canadian Classification, and usually move on commodity rates. Pressed brick from Bradford averages 6 pounds per brick. This brick, which sells at from $22 to $26 per 1,000 is, therefore, worth from $7.33 to $8.66 per ton. Bituminous coal is of lower value than the pressed brick in question.

From Buffalo to Windsor, the rate on bituminous coal per net ton is $1 and on anthracite 90 cents, which figure out ton mile rates of ·434 cents and ·391 cents per ton mile. The following table puts the ton mile earnings in summary form:—

Brick, old proportional of 88 cents	·386 cents per ton mile.
Coal, bituminous	·434 " "
Coal, anthracite	·391 " "
Brick, new proportional of $1.20	·521 " "

The earnings per car mile on brick have been given. Coal moves in 50-ton cars, giving earnings per car from Buffalo to Windsor, as follows: Bituminous coal, $50; anthracite, $45. Put in summary form, the car mile earnings are as follows:—

Bituminous coal	20·15 cents per car mile.
Anthracite coal	17·4 " "
Brick, (new proportional)	15·3 " "

It is to be recognized that the moving volume is a factor in the determination of the rate. The statistical returns published by the Department of Railways and Canals bulk cement, brick, and lime; and so it is impossible to make any exact comparison of of the total brick movement with the total coal movement. Subject to this modification, the tonnage movement over the Grand Trunk for the year ending June 30, 1912, was as follows:—

Anthracite coal	2,047,314 tons.
Bituminous coal	2,440,302 "
Cement, brick, and lime	898,242 "

After due consideration of the new rate system on brick as tested by the figures which have been analysed, and also after consideration of the different sources from which the brick moves into Canada and the earnings thereon per car mile and per ton mile, I am of opinion that the rates as charged are not unreasonable.

S. J. McLEAN.

I agree.

H. L. D.

J. M.

A. S. G.

March 25, 1913.

In pursuance of this judgment, a further order was issued directing that the increased rate on pressed brick from Bradford, Penn., to Windsor, Ont., from $1.60 to $2 per ton, be approved, and rescinding orders of the Board No. 17,552, dated September 25, 1912, and No. 17,781, dated October 16, 1912.

UNIFORM RULES GOVERNING THE DETERMINATION OF VISUAL ACUITY, COLOUR PERCEPTION AND HEARING OF RAILWAY EMPLOYEES ON STEAM RAILWAYS.

The consideration of the question of a uniform code of regulations governing the testing of hearing and eye-sight of railway employees is one that has engaged for some time the consideration of the Board and the Board's chief operating officer. A full discussion of the matter was had at a sittings of the Board held on the 3rd of October, 1911, in Ottawa, when judgment was reserved. Subsequently the judgment of the Board was delivered by the Assistant Chief Commissioner on the 28th of June, 1912, as follows:—

The Assistant Chief Commissioner:

On November 9, 1910, the Board issued Order No. 12225 which, among other things, required that certain employees on train and engine service should undergo an eye and ear test before a competent examiner. The railway companies under the jurisdiction of the Board do not interpret those provisions of the order in the same manner, and a question has arisen as to whether the examination of the seeing and hearing of employees should take place indoors or out in the open, under conditions as they would get them in actual employment on the railway.

The matter was discussed at length before the Board on the 3rd October last, and judgment was reserved. Representatives of different companies had submitted a majority and a minority report in connection with the matter, and the Board has had the benefit of a very carefully prepared report from its chief operating officer. A majority of the railway companies desire to have an indoor test only, both for those seeking employment in the railway service for the first time, and those already in the employ of the company who must pass a satisfactory test in order to retain their positions, or be promoted.

The minority report of the railway companies, which is practically endorsed by the employees' representatives, recommends the indoor test under certain conditions. Undoubtedly the indoor test is more convenient for the railway officials and more accurate than the outdoor test, and in some respects a more definite standard of seeing and hearing can be established by it. The outdoor, or field test, is a difficult one to submit a man to on all occasions owing to the changeable conditions of the weather, atmosphere, etc., but under favourable circumstances it is, I think, by far the more satisfactory test, especially for a man who has had experience in railway service.

I think, therefor, that we might lay down the following general principles to govern in this matter:—

1st.—No person shall be employed in railway service until he has passed the indoor test satisfactorily.

2nd.—Any employee going up for a periodical examination or an examination for promotion, shall be examined by the indoor test; and in case he fails to pass the indoor test satisfactorily, he shall be given an outdoor test, according to the uniform rules submitted herewith; and in such case the latter shall be taken as the governing test; and, during the outdoor examination the candidate shall be permitted to wear glasses, as provided for in the said rules, if he wishes to do so.

For the purposes of this memorandum, promotion means going from fireman to engineer, or from trainman to conductor; but it does not mean a change from freight service to passenger service, without a change of rank, such as a freight engineer being made a passenger engineer, or a freight conductor being made a passenger conductor.

As to the wearing of glasses while on duty, I think any employee who requires to use glasses should be encouraged to do so, but he should be required always to carry a duplicate pair of glasses with him lest an accident may happen to those he is wearing.

There are a number of details respecting the method and character of both the indoor and outdoor tests to which Mr. Nixon, our chief operating officer, has given careful consideration. He has submitted a code of rules on standards of visual acuity which is attached hereto, and which he recommends for the approval of the Board as uniform rules governing the determination of visual acuity, colour perception, and hearing of employees, on steam railways. I think the Board should adopt these rules as its standard.

D'ARCY SCOTT.

I agree, S. J. McL., J. M.

OTTAWA, June 28, 1912.

Pursuant to this judgment the Board on the 24th of July, 1912, issued the following order:—

Order 17,211.

In pursuance of the powers vested in it under sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf; upon the hearing of the matter at the sittings of the Board held in the city of Ottawa on the 3rd day of October, 1911, the railway companies and railway employees being represented at the hearing, the evidence offered, and what was alleged; upon the reading of the representations filed on behalf of the parties interested and upon the report and recommendation of the chief operating officer of the board—

It is ordered, that the railway companies subject to the jurisdiction of the Board adopt and put into force, not later than the first day of November, 1912, the rules set forth in the schedule hereto annexed under the heading: "Uniform rules governing the determination of visual acuity, colour perception, and hearing of railway employees on steam railways."

D'ARCY SCOTT,
Assistant Chief Commissioner.

UNIFORM RULES GOVERNING THE DETERMINATION OF VISUAL ACUITY, COLOUR PERCEPTION, AND HEARING OF RAILWAY EMPLOYEES.

1. Each person selected to make examinations must first pass the examination under a qualified oculist designated by the company, such oculist to then instruct candidates on the use of the instruments requisite for such examination and certify to candidates' qualifications as an examiner.

2. Each examiner shall be provided with:—

(*a*) A set of Snellens test types with at least three cards of each size of letters shown in different combinations (a single line on each card) for testing acuteness of vision.

(*b*) An American Railway Association standard reading card for testing near vision.

(*c*) A Holmgren or Thompson colour-selection test and instructions for use of the same.

(*d*) A "Williams" Lantern, or one similarly constructed, and instructions for use of same.

(*e*) A pair of spectacles, or shade, for testing each eye separately.

(*f*) A triple grooved trial frame with one pair of plus two diopter lenses, one pair of plus one diopter lenses, and one pair of plain glass roundels.

(*g*) Blank forms for examinations and certificates.

3. Examinations shall be conducted in a well-lighted room or car in which a distance of twenty feet can be measured from test type, or face of lantern, to candidate; shades or curtains shall be provided in order to darken room or car, for lantern test.

4. In testing vision, colour perception, and hearing, only those concerned in such test other than the examiner and candidate shall be permitted to be present.

5. (*a*) The result of each examination must be shown in duplicate on the prescribed form, one copy to be preserved for reference by the examiners, the other to be forwarded to the division superintendent for inspection record and file.

(*b*) Those charged with the duty of making examinations on each division must keep proper check to ensure re-examination of all employees when due, and must see that all employees who should be examined by an expert oculist under the rules, are required to take such examinations promptly, and that all glasses to be used by employees are sent to the oculist for approval as per rule 13.

(*c*) Examiners will issue to each person who passes a satisfactory examination a certificate to that effect, and will, if desired, furnish employees who fail to pass a written statement of their rating and cause of failure.

(*d*) Division superintendent must report to the* all cases wherein an employee should be examined by committee, or appears to be disqualified, giving full information as to result of examination.

(*e*) Oculists or experts will report result of their examinations to the division superintendent.

6. All persons desiring to enter the service (applicants) must take entrance examination without the use of glasses for distant vision, excepting class E.

7. Applicants for entrance to service as enginemen, firemen, trainmen or brakemen, shall not be accepted if they have to use glasses for near vision. Applicants for other positions and employees in all branches of the service may use glasses for near vision when undergoing examination.

8. When the distant vision of an employee can be improved by the aid of glasses he should wear them.

9. All employees who require the aid of glasses for distant vision must wear them at all times when on duty and must carry a duplicate pair for use in emergency and will be examined with each pair.

10. All employees excepting those indoors who are permitted to wear glasses for distant vision while on duty must use the spectacle or automobile goggle form.

11. Automobile goggles fitted with glass for protection of the eyes may be used by employees in engine or freight train service.

12. The use of amber glasses by firemen as a guard against temporary fire blindness shall be permitted and should be encouraged.

13. Glasses of all kinds must be approved by an oculist designated by the company.

14. Applicants having a squint, or who are cross-eyed shall not be accepted. Examiners who suspect a case of double vision should use some simple test to determine its presence.

15. Enginemen who have less than 20-30 vision in either eye, without glasses, must be examined by a qualified oculist designated by the company.

*To be filled by each road to suit its own requirements.

16. Enginemen in class A who fail to reach required standard must be examined by a committee of two appointed by the * and upon recommendation of this committee they may be permitted to wear glasses provided their combined vision can be brought to 20-20; committee to recommend the service to which they may be assigned.

17. Enginemen in class B whose vision without glasses is less than 20-50, and either eye less than 20-70, or nil, must be examined by a committee of two, appointed by the * and if vision by the aid of glasses can be brought to 20-30 must wear glasses; committee to recommend service to which they be assigned. See rules 15 and 18.

18. Enginemen having 20-20 vision in one eye and less than 20-70, or nil, in the other, must be examined by a committee of two appointed by the * committee to recommend the service to which they may be assigned.

19. Where promotion standard is not specified, employees applying for transfer from one kind of service to another, or being promoted, must pass entrance examination of class they desire to enter, except that those who have been injured in service, or who have been in continuous service for at least two years, may be transferred to positions of hostlers, switch tenders, and crossing flagmen; also from one position to another under class E upon passing the respective re-examination standards.

20. An employee in class C. D. E or F who has been in continuous service for a period of not less than fifteen years, and who, through diminution of vision or muscular imbalance, fails to reach required standard will be considered satisfactory if his acuteness of vision, with or without glasses, reaches the maximum standard specified for the class of service in which he is employed.

21. The test type should be in good light, the bottom of the card about on a level with the eye. Place the candidate twenty feet from the card, and ask him to read the type with both eyes open, then cover one of his eyes with a card, or shade, held firmly against the nose, taking care not to let it press against the eye ball, and instruct him to read with the other eye such type as may be indicated. Each eye shall be tested separately.

(*a*) Examiners are reminded that the normal-eyed should read the twenty-foot (or 6 meter) letters at 20 feet, in which case the visual power should be expressed by the fraction 20-20. Should a candidate be unable to read the 20-foot letters, at 20 feet but be able to read the 30-foot letters the result would be indicated by the fraction 20-30. If he can only read the 40-foot letters, record should be 20-40, &c.

(*b*) The candidate as provided in rule No. 7, must be able to read the print in paragraph No. 2 of the standard card at a distance of from fourteen to eighteen inches, to pass the test. Further tests should be made by having the candidate read written train orders.

22. Applicants for entrance to service in classes A and C will undergo additional test to ascertain if far-sighted to the extent of two diopters. Examiners will use combinations in trial frames representing plane and convex lenses, varying the test so that the candidate's former experience, or knowledge obtained from others, may be valueless. If an applicant reads without difficulty the 20-foot letters at 20 feet through convex lenses of 2D he will be considered satisfactory.

23. Examiners shall adhere to instructions laid down by Holmgren or Thompson in using colour-selection test, and shall examine the colour sense of each eye separately. Further examination shall be made with Williams lantern, or one similarly constructed in the manner specified by Dr. Williams.

24. No applicant shall be accepted into the service and no employee retained in any of the classes specified in following standards who has defective colour sense,

25. No employee shall be disqualified from service by reason of defective colour sense without an examination by an oculist designated by the company.

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* To be filled in by each road to suit its own requirments.

26. In examination of hearing (which shall be with human voice) each ear shall be tested separately and the candidate should not see the movements of the examiners' lips.

27. Applicants for entrance to service must be able to hear and repeat an ordinary conversation or names and numbers spoken in a conversational tone, at a distance of 20 feet, in which case the hearing should be expressed by the fraction 20-20. When conversation can be heard at only ten feet, the hearing should be expressed by the fraction 10-20.

28. Employees will not be retained in the service if hearing is less than 15-20 in one ear, and 5-20 in the other; or less than 10-20 in each ear.

29. Employees included in the standards of vision must be re-examined as follows:—

(*a*) All classes every two years.

(*b*) Employees in engine, train or yard service who wear glasses for distant vision, enginemen having less than 20-30 vision in either eye and other employees who have less than 20-70 vision in either eye must be re-examined annually.

(*c*) After any accident in which they are concerned which may have been caused by defective vision, colour sense, or hearing.

(*d*) After any serious accident or illness or severe inflammation of the eye or eyelids.

(*e*) Before promotion. This does not mean that a freight conductor should be examined previous to his appointment as passenger conductor, or engineer in freight service previous to appointment in passenger service, but that freight brakemen shall be examined before being promoted to freight conductor, and firemen being promoted to engineer.

(*f*) Employees with hearing less than 20-20 in either ear must be examined semi-annually.

(*g*) For an individual employee at such periods as may be designated by the company's chief medical officer.

.. 30. (*a*) Employees in classes A and B who are examined by a committee shall be given an outside or field test. A bracket pole with two dolls or two straight poles (spaced the same distance as dolls on the standard bracket pole) carrying four standard semaphore arms and lights will be used. A clear sky background, tests to be made standing.

(*b*) In making the tests candidates shall approach the signals from a point where they are unable to see them, and not be credited with being able to read signals unless they can promptly call changes as made in position of arms and colour of lights.

(*c*) The test with and without glasses shall be made at distances varying from 5,000 to 200 feet.

(*d*) Committee to record the different distances at which the employee being examined can promptly see the signals, and shall forward this information, together with their recommendations as to this service to which he may be assigned, to the*.

*To be filled in by each road to suit its own requirements.

SESSIONAL PAPER No. 20c

STANDARDS OF VISUAL ACUITY.

Indoor Tests.

Class.	Entrance to Service.	Promotion.	Re-examination.
Class A.			
Enginemen, road service hostlers, who run on main track.	20-20 combined not less than 20-30 in either eye without glasses. Must not accept a plus 2D lens.	20-20 combined, and not less than 20-40 in either eye without glasses.	20-20 combined, not less than 20-70 in either eye ; or 20-30 combined, not less than 20-40 in either eye without glasses. See rules 8, 15, 16 and 18.
Class B.			
Enginemen, yard service hostlers, who do not run on main track.	....	....	20-30 combined not less than 20-50 in either eye without glasses. When combined vision without glasses is not less than 20-50 and neither eye less than 20-70, and by the aid of glasses combined vision can be brought to not less than 20-30, enginemen must wear glasses. See rules 8, 9, 10, 13, 15, 17 and 18.
Class C.			
Firemen, trainmen, freight brakemen, yard brakemen, switch tenders.	20-20 combined, and in each eye tested separately without glasses. Must not accept a plus 2D lens.	20-30 combined, not less than 20-40 in either eye without glasses.	20-30 combined, not less than 20-40 in either eye with or without glasses providing neither eye is less than 20-70 without glasses; or 20-20 in one eye and less than 20-70 or nil in the other without glasses.
Class D.			
Passenger conductors, freight conductors, yardmasters, yard conductors, train baggagemen.	20-20 combined, not less than 20-30 in either eye without glasses.	20-30 combined, not less than 20-40 in either eye without glasses.	20-40 combined, not less than 20-50 in either eye with or without glasses ; or 20-30 combined, not less than 20-70 in either eye, with or without glasses ; or 20-20 in one eye and less than 20-70 or nil in the other without glasses.
Class E.			
Station agents, telegraph operators, signal foremen, signalmen, bridgeforemen, trackforemen, drawbridge tenders, car and engine inspectors.	20-30 combined, not less than 20-40 in either eye with or without glasses.	See rule 19.	20-30 combined, not less than 20-70 in either eye with or without glasses ; or 20-30 in one eye, and less than 20-70 or nil in the other without glasses.
Class F.			
Crossing flagmen, and gatemen.	20-40 combined, or not less than 20-50 in either eye without glasses.	See rule 19.	20-50 combined, not less than 20-70 in either eye with or without glasses ; or 20-40 in one eye and less than 20-70 or nil in the other without glasses.

FIELD TESTS.

Class.	——	Without Glasses.	With Glasses.
Class A.			
Enginemen, road service.	By day, sunlight. Or by day if cloudy with clear atmosphere.		
	By night	200, 400 and 2,600 feet.	200, 400 and 5,000 feet.
		200, 400 and 2,000 feet.	200, 400 and 4,000 feet.
		200, 400 and 2,000 feet.	200, 400 and 4,000 feet.
Class B.			
Enginemen, yard service.	By day or night	200, 400 and 800 feet...	200, 400 and 2,600 feet.

COMMODITY RATES ON WIRE FENCING.

An application was filed with the Board by the Montreal Board of Trade under section 315 of the Railway Act, for an order directing the Grand Trunk Railway Company and Canadian Pacific Railway Company to equalize their rates on wire fencing and netting, also staple and wire goods C.L. from Montreal to Ontario points, on a basis similar to that prescribed by order No. 6844, dated April 6, 1909, in the application of the Canadian Freight Association. The application was heard at a sittings of the Board in Ottawa, on November 5, 1912. Judgment of the Board was delivered by the Assistant Chief Commissioner as follows:—

Assistant Chief Commissioner:

Before dealing with the merits of this application, it might be well to point out briefly the history of wire fencing rates in Ontario for some years back. After order No. 3258, in what was called the International Rates case, was issued by the Board, the Canadian Freight Association through its advisory committee pointed out to the Board that the lowering of the class rates brought about by the decision of the Board in the International Rates case had the effect of making the fifth-class rates lower in some instances than the existing commodity rates on wire fencing, and asked the Board's permission to cancel the commodity rates with certain exceptions. As a result of that application, order No. 6844, of the 6th of April, 1909, was issued. The rates fixed by that order are found in G.T.R.-C.RC.. E-2548, C.P.R.-C.R.C. E-2124. These tariffs provide rates out of Toronto, Hamilton, Woodstock, Walkerville and Windsor. At the time those rates were fixed no wire fencing was manufactured in Montreal, and therefore possible shipments from that point were not considered.

Some years ago the manufacture of wire fencing by the Steel Company of Canada was commenced at Dominion, a suburb of Montreal, and an application was made to the railway companies for rates lower than fifth-class for wire fencing out of Montreal.

In a letter, dated March 4th last, from Mr. Hayes, the then chairman of the advisory committee of the Canadian Freight Association, an application was made to the Board for the revision of order No. 6844, which fixed commodity rates on wire fencing from the Ontario points above mentioned so that the fifth-class rates would become applicable on all movements of wire fencing in Ontario. This application was made because the railway companies realized that with the establishment of a wire fencing manufacturing plant near Montreal some change in the rates was necessary. When that application came before the Board it was made to appear that the rate from Windsor to Montreal of 22 cents was the same as the rate on plain wire and barbed wire from Pittsburg to Montreal, and that both barbed and plain wire entered

this country free of duty. Evidence was also given to show that the price of the wire fencing had been materially reduced within the past ten years, and that during that time the volume of the movement of wire fencing had very much increased. With these facts before it the Board dismissed the railway companies' application, but no reasons for judgment were given.

We now have the present application for a reduction in the rates from Montreal westward. It cannot be denied that with wire fencing moving from Ontario points of manufacture eastward on commodity rates, and wire fencing manufactured in Montreal moving westward on the fifth-class rates which are on a higher basis than the commodity rates, that the Montreal manufacturer is unjustly discriminated against.

The railway companies realizing the position of affairs have offered to make the following reduction in their rates:—

> "That westbound rates should be published from Montreal on the basis of the eastbound rates to Montreal, as follows:—
>
> | | |
> |---|---|
> | To Sarnia, Walkerville | 22 cents. |
> | Woodstock | 21 cents. |
> | Hamilton, Toronto | 18½ cents. |
>
> "These rates to be applied as maximum to intermediate points on the direct lines, and the rates to all points in the territory west of Toronto, south of the main line of the Grand Trunk Toronto to Sarnia, to be adjusted in fair relationship to the above-mentioned points."

This is agreeable to the applicant in so far as it goes, but the Board of Trade asks in addition that it be granted a reduction in the rates below the fifth class to points on branch lines north of the main line of the Canadian Pacific railway from Montreal to Toronto, and north of the main line of the Grand Trunk from Toronto to Sarnia, where the commodity rates which have been given the western manufacturers do not apply. I do not think this feature of the application should be granted. The Board is striving to do away with the undue preference which western manufacturers have over Montreal. This preference does not exist in localities such as those mentioned where the commodity rates do not apply. We are not dealing with the reasonableness of the rates *per se*, but with the undue discrimination against Montreal. There is no undue discrimination where both parties are subject to the fifth class rates.

The Board of Trade also asks for a reduction in the fifth class rate out of Montreal to points west thereof. As far as the territory immediately west of Montreal is concerned, there is no necessity for the Board's intervention because of the shortness of the haul gives the Montreal manufacturer a substantial advantage; but with regard to points further west, some rearrangement will have to be made.

If the Sarnia and Walkerville rates on the one hand and the Montreal rate on the other are to be put on a parity in respect of the shipments involved, then the rates between Montreal and Toronto should be scaled on substantially the same basis as is used in scaling east of Toronto to Montreal. I use the word "substantially" because, as has been said, there is no need for a further reduction to the points immediately west of Montreal. The rearrangement recommended may be taken care of as follows: The commodity rate from Montreal to Kingston (approximately the midway point) should be the same as from Toronto; and from Montreal to Port Hope and Peterboro the same as for the appproximately similar distances from Toronto to Cornwall; the Port Hope, Peterboro and Toronto rates should be the maxima to intermediate points; and the commodity rates from Montreal should cover the same points as those from Toronto, on the above-mentioned basis.

I think an order should go that the railway companies file tariffs to be effective on or before April 1, establishing commodity rates westward out of Montreal, on the

basis and for the territory which they intimated they were willing to do as described in the railway companies answer quoted above, and also rearranging the rates between Montreal and Toronto on the basis above suggested.

D'ARCY SCOTT.

I agree, S. J. McL., A. S. G., H. L. D.

OTTAWA, February 14, 1913.

In pursuance of the judgment, the Board issued the following order:—

Order No. 18775.

Upon hearing the application at the sittings of the Board held in Ottawa, November 5, 1912, in the presence of representatives of the railway companies, the Montreal Board of Trade and the Dominion Wire Manufacturing Company, and what was alleged at the hearing—

It is ordered that the Grand Trunk and the Canadian Pacific Railway Companies be, and they are hereby, required to publish and file, so as to become effective by the first day of April, 1913, commodity rates on wire fencing and wire netting in carloads (including staples and wire gates, when forming part of the said carloads), from Montreal on the following basis, that is to say—

To Sarnia, Walkerville, Woodstock, Hamilton and Toronto at the rates charged from those points to Montreal under the commodity tariffs published and filed; to Port Hope and Peterborough at the rate charged for approximately the same distance from Toronto to Cornwall, and to Kingston and Sharbot Lake at the rate charged thereto from Toronto; rates to be provided to those points west of Kingston and Sharbot Lake, and east of Toronto which are provided with commodity rates from Toronto, also to all points south of the main line of the Grand Trunk Railway Company between Toronto and Sarnia, in reasonable proportions to the basing rates specifically prescribed above; the said basing rates to be the maxima to intermediate points on the direct lines.

H. L. DRAYTON,
Chief Commissioner.

COMPLAINT OF RESIDENTS IN THE VICINITY OF MERVIN, SASK., AS TO LAKE AND RAILWAY FACILITIES.

Complaint having been filed with the Board by the Mervin Board of Trade relative to the delay by the Canadian Northern Railway Company to complete its line of railway from Edam to Mervin, Sask., the matter came before the Board for consideration at sittings held at Edam on November 19, 1912, before the Chief Commissioner and Commissioner McLean. Subsequently the judgment of the Board was delivered by the Chief Commissioner as follows:—

The Chief Commissioner:

Complaint has been made by farmers and others in the vicinity of Mervin, Saskatchewan, as to lake and railway facilities at that point.

Mervin is a point on the North Battleford branch of the Canadian Northern Railway, some twelve miles north of Edam. The company's route map has been submitted to the Minister of Railways, and has been approved by the Minister from North Battleford to Athabaska Landing, a distance in all of about two hundred and fifty miles. The railway company has submitted to the Board its location plans from North Battleford to a point called Emmaville, a distance from Edam of about twenty-two miles. As a matter of fact, railway construction has been carried only

as far as Edam. Complainants state that settlers have gone into the country generally along the line of the proposed route, and that there are farms now under cultivation forty or fifty miles distant from Edam. They further state that at Mervin, the townsite of the Canadian Northern Railway system has been laid out and land sold on the strength of the statement that the steel would be carried to it. Mr. MacLeod, the general manager of the railway company, stated that it was the intention of the company to lay steel to Mervin, and that the work would have been done had it not been for the fact that the company was undertaking so much work that some of it had to be left over. There does not seem to be any doubt but that land, to some extent, was sold as the complainants stated, and the map issued by Messrs. Davidson and McRae, general agents of the railway company's lands, shows as a line in operation, this branch, not only to Mervin but to a distance of some ten miles north of it, probably intending to show the construction to the point where the Board has approved of the company's plans.

There is no question at all but that the line is most urgently needed; that many of the farmers who appeared before the Board at Edam would probably be better off if they had broken no land and attempted to market no wheat under the adverse conditions which they are now suffering from. But the Board can do nothing. The building of these lines is a matter fixed only by the special Act and by agreements made with the different governments interested. The Board can do nothing except facilitate the work when asked, and has done everything in this particular instance that it can do until the lines are constructed and an application made to open them for traffic. The only reason no action is taken here is entirely owing to lack of jurisdiction. So far as the necessities of the district are concerned, and the position that settlers find themselves in, there is no doubt that the railway should be built, and built at once. So far as the sales of land are concerned, again the Board is without the slightest jurisdiction. As matters stand at present townsites can be opened by anybody anywhere, and lands sold on prophesies of the future, so far as railway development, station location, and other facilities are concerned, or anything else.

In this particular instance, I unreservedly accept Mr. McLeod's explanation as to the facts, and am quite sure that there was no intention of reaping the benefit of a subdivision at Mervin on the assumption of a railway development which was not to take place. In other words, this construction was in contemplation and the work was expected to be done; but, as stated by Mr. McLeod, owing to weather conditions and shortage of labour, the railway company did not accomplish as much track-laying as anticipated by its officials.

The Provincial Government is interested in the matter and the line is one that it is assisting. The Board has taken the matter up with that Government and notes of the evidence have been supplied to it. In addition to all this, Mr. McLeod has stated that the line will be built this season. The settlers at Mervin and other parts of this district will have to content themselves with Mr. McLeod's statement. The Board can make no order, because it has no jurisdiction.

H. L. DRAYTON.

I agree, S. J. McL.

January 25, 1913.

RE EMBARGO ON SAND LOADED IN CARS.

In August, 1912, complaint was made to the Board by the Marchand Sand Company, of Winnipeg, Man., that the Canadian Pacific Railway Company had placed an embargo on sand loaded in cars other than their own, on shipments into Winnipeg from points on the Canadian Northern Railway Company's line. Judgment of the Board in this matter, was delivered by Commissioner McLean, October 23, 1912, as follows:—

Mr. Commissioner McLean:

The Marchand Sand Company's pit is located at Marchand, Manitoba, on the line of the Canadian Northern railway, a distance of forty-seven miles east of Winnipeg.

The embargo complained of was put in force on July 24 of the present year. Mr. Beatty, in his letter of August 16, quotes Mr. Bury as saying:—

> "An investigation made some time ago showed that dealers in sand, gravel, lumber and other classes of building material were bringing their freight in over the Canadian Northern and ordering it transferred over to the Canadian Pacific Railway yards to be delivered off our team tracks. This was not in accord with the interswitching order of the Board of Railway Commissioners, and we notified the transfer agency that we would not accept local cars from the Canadian Northern railway for team track or freight shed delivery.
>
> "As I understand the order, it was certainly not the intention of the Board to order that team track and freight shed facilities should be held in common, but merely to provide that where consignees had private siding facilities on one railway, they should not be denied the right to bring their freight into the same city over a competing railway."

The following statement of Mr. Bury, viz:—

> "To prevent foreign cars coming over which we are unable to get back again and to give them an incentive to return our cars, we issued an order some time ago that we would not accept from the Canadian Northern sand, gravel, and other building material destined for delivery on sidings on the Canadian Pacific railway unless loaded in Canadian Pacific cars."

puts the matter on another ground by stating in substance, not that the embargo was due to a congestion of facilities, but to an attempt to recover Canadian Pacific cars.

The Canadian Northern officials state that while the Canadian Pacific contends that the former railway has a large number of Canadian Pacific cars on its line, it is not stated where such cars are located. They further state that under date of October 19 they have 2,100 Canadian Pacific cars on their line, 396 of which are in Winnipeg, leaving about 1,700 they can use, of which number 1,200 are west of Humboldt, leaving approximately 500 on the central division. Of the latter figure 260 are east of Winnipeg under load, leaving about 250. Ninety per cent of which are under load. The sand company's loading at the pit affected by the embargo, requires at least seventy-five cars per day. The Canadian Pacific arranged, on September 26, that the Canadian Northern would be permitted to use for loading of sand, cars received from the former railway in switching service. This relieved the situation somewhat.

It having been found impossible to obtain any adjustment of the matter by correspondence, the matter has been looked into by an inspector of the Board. He advises as follows:—

> "On July 24 last, the Canadian Pacific Railway Company notified the Canadian Northern Railway that they would not accept shipments of sand or gravel only when loaded in Canadian Pacific cars. Mr. Scott states as a result of this embargo, his company have been unable to make deliveries according to contracts previously made, and are now obliged to refuse shipments to their old customers because of not being able to deliver to private sidings on the Canadian Pacific Railway. Mr. Scott cites one case where he has a contract with one firm for five hundred cars to be delivered on Canadian Pacific private siding in Winnipeg, and before signing contract with the firm he went to the railway officials of both roads to ascertain if there would be any difficulty in obtaining cars for this contract, and also if there would be any difficulty in

transferring cars from one road to the other, and they distinctly told him, as long as the switching charges were paid there would be no question about the transferring of cars, and he would get all the cars required to fill the order, and the shipments would be delivered as promptly as if they were being handled by the first carrying road. He states at the time the embargo was placed, there was in transit on the Canadian Northern Railway for Canadian Pacific Railway points forty-eight cars, which, in consequence of the embargo, had to be unloaded on Canadian Northern Railway team tracks and hauled to the northwest end of the city. He also states under the present arrangement, unless all of his shipments were handled in Canadian Pacific equipment, he cannot properly supply his customers, for the reason he often orders, say twenty cars to be loaded at the pit intended for delivery at Canadian Northern private sidings, and before the arrival of the shipment, his customers who have private sidings on the Canadian Pacific Railway often run out of material, or come to him with a hurried order, and if he desired to divert the shipments to these customers he could not do so if they were not loaded in Canadian Pacific cars."

The situation is that the shippers desire to ship to private sidings. Mr. Bury, in the quotation already given, does not contest this right. The shipper located on the Canadian Northern, shipping to a private siding on the Canadian Pacific, should not be subjected to loss and damage because the Canadian Pacific is endeavouring to recover its cars. Whatever may be said as to the justifiability of the Canadian Pacific acting as it did if it had cars on the Canadian Northern lines available at points of shipment for movement to private sidings in the Canadian Pacific terminals, it is apparent from what has been said, that while there were Canadian Pacific cars on the Canadian Northern lines they were in no sense immediately, or even proximately, available at the sand pit.

The limitation of the movement on this interline traffic to Canadian Pacific cars alone is discriminatory, and should forthwith be removed.

S. J. McLEAN.

H. L. D., A. S. G., J. M.

Ottawa, October 23, 1912.

In pursuance of the judgment an order was issued (No. 17917) directing that the embargo complained against be forthwith removed.

RATES ON SUGAR FROM EASTERN POINTS TO POINTS IN WESTERN PROVINCES.

A complaint was filed with the Board by the British Columbia Sugar Refining Company, of Vancouver, B.C., alleging discrimination shown by Canadian railways in rates on sugar in favour of eastern refineries to points in the western provinces. The complaint came before the Board for final consideration at a sittings held in Vancouver on November 20, 1912, before the Chief Commissioner and Commissioner McLean, in the presence of counsel for the complainants and for the Canadian Pacific Railway Company. Judgment of the Board was delivered by Commissioner McLean as follows:—

Mr. Commissioner McLean:

Complaint is made that the action of the Canadian Pacific, the Canadian Northern, and the Grand Trunk Pacific Railway Companies by reducing their fifth-class rates from their lake front termini to points in the provinces of Manitoba,

Saskatchewan and Alberta, such reductions having become effective April 1, 1912, has subjected the applicant to increased eastern competition. Applicant has applied unsuccessfully to the Canadian Pacific Railway for corresponding rate reductions on sugar from Vancouver to points in the provinces of Alberta and Saskatchewan. The rate reduction which it is alleged has detrimentally affected the applicant is a result of the Board's order in the Regina Board of Trade case.

The contentions of the applicant are bound up with a case which was before the Board in 1908, viz.: *The Complaint of the British Columbia Sugar Refining Company, Limited, regarding rates on sugar from Vancouver to Manitoba, Saskatchewan and Alberta points, as compared with rates to Montreal. File 6759.* The applicant in the present case contends that rates should not be reduced from the east without its obtaining corresponding benefit; and it states that each reduction in fifth-class rates from the east means a contraction in area in which it can profitably conduct its business. It states that "it would be manifestly unjust that such a state of affairs should exist in Saskatchewan which by its geographical position may be reasonably considered as part of our territory, that is to say, a province much closer to British Columbia than to Quebec, and one from which we have long been expecting a large and increasing business." The applicant's position in regard to the effects of this increased competition, alleged to be the result of the rate reduction, is set out in the following language:—

> "Our interests must be so adversely affected by these reductions that we claim our position should be considered before lower rates are made from the east, or that no reduction should be put in force from the east unless we are given corresponding advantages."

In developing its case, applicant points out that rates per ton per mile from Port Arthur to points in the western provinces are much less than from Vancouver to Alberta points, and it gives as an exemplification of this the following statement:—

—	Miles.	Rate.	Per ton per mile.
		$ cts.	$ cts.
Vancouver to Calgary	646	0 75	2 32
Fort William to Moosomin	639	0 57	1 78
Vancouver to Red Deer	739	0 82	2 22
Fort William to Indian Road	734	0 67	1 82
Vancouver to Lloydminster	967	1 08	2 23
Port Arthur to North Battleford	1,009	0 83	1 64

The applicant also applies for an order directing the Canadian Pacific railway to obey the instructions of the Board as set forth in its order No. 4886 of June 16, 1908. It is contended that the directions contained in the aforesaid order regarding the reasonable scaling of rates from Vancouver to intermediate points in Manitoba, Saskatchewan, and Alberta were not carried out. Further, in drawing attention to the reduction in rates resulting from the all-rail tariff effective April 1, 1912, from Montreal to various points in the west, it states that the disadvantages it labours under would be properly corrected by an order directing the Canadian Pacific to comply with the provisions of the order above referred to, especially as to scaling of rates. Applicants also ask for an order directing the Canadian Northern and Grand Trunk Pacific railways to issue joint tariffs with the Canadian Pacific railway establishing lower rates from Vancouver to points on their respective lines.

It is not necessary to enter in detail into the question as to whether the provisions of the Board's order No. 4886 were verbally complied with. The order was, perhaps, somewhat loosely drawn. The clear intent which was intended to be embodied in the order is contained in the report of the Board's chief traffic officer, which was adopted on the judgment of the Board in the matter; and what was done by the railways in putting in the tariffs in question was in substantial compliance with the recommendations of the Board's chief traffic officer.

While the matter should not be dealt with in a technical way, attention may be drawn to the fact that the scaling referred to in the order was to be carried out "satisfactory to the Board." The order, which went without formal hearing, reserved to either party the right to apply to rescind or vary the order. Subsequent to the issuance of the order, an application was made on July 27, 1908, by the Canadian Pacific for a re-hearing. Under date of July 29, 1908, the president of the sugar company wrote a letter stating that the tariffs filed only partially carried out the order; but no application was made by him for a re-hearing. Subsequently, on October 17, 1908, the application of the railway for a re-hearing was withdrawn.

It is not suggested that any rights the applicant may have had under the order in respect of a re-hearing have been lost by laches. But the four years which have been allowed to elapse, coupled with the conditions of the present application, sufficiently differentiate the present situation from that which was dealt with under order No. 4886.

In so far as the applicant is relying upon the Board's order No. 4886 as having created a rate basis which must now be enforced, it must be borne in mind that the original application and the order resulting thereform were concerned with all-rail rates from Montreal versus the all-rail movement from Vancouver. It is true that on March 21, 1908, and May 6, 1908, for example, the sugar company complained of reductions being made by lake and rail westbound, without corresponding reductions being made from Vancouver eastbound; but while this feature is introduced, it is evident from the tenor of the complaint, that what was relied upon was a comparison of the all-rail rates from Montreal west and the all-rail rates from Vancouver east to points where competition arose; and it was with this phase of the condition that the order of the Board, as well as the report of the chief traffic officer dealt.

The former complaint was wider in scope than the present. As has been seen, it is contended that it is in Alberta and Saskatchewan that the competition has been specially increased as a result of the rate reductions. It is alleged that in Manitoba the applicant company is at a disadvantageous situation from the standpoint of competition, but this phase of the matter is not developed with any degree of particularity.

As to the situation in Saskatchewan and Alberta, the Assistant Chief Commissioner, who presided at the first hearing of the present application, asked for information regarding the respective tonnage movements from Vancouver and from Fort William to Alberta and Saskatchewan points. A statement submitted by the Canadian Pacific Railway subsequent to the first hearing shows that between April 1 and August 31, 1912, 16,100 tons of sugar went forward from Vancouver to Alberta and Saskatchewan points, while 170 tons went forward from Fort William to points in the same territory, that is to say, as between these two sources of supply Vancouver supplied 98·9 per cent. The figures submitted by the Canadian Northern show, giving per cent totals, that in the period April 1 to July 31, 1912, 89·66 per cent of the sugar going to Canadian Northern railway points in these provinces was from Vancouver. To check up the figures so obtained, the Board asked for additional information as to the movement prior to April 1, when the tariffs complained of became effective, and was informed by the Canadian Northern that for the six months ending April 1, 1912, the movement from Vancouver to same provinces represented 80·5 per cent. As the applicants have not had an opportunity of checking these figures, nothing will be built upon them.

Application has been received from Mr. Tilston, who desires to intervene on behalf of the Montreal Board of Trade. A similar application was received from the Knight Sugar Company, of Raymond, Alberta, which said:—

> "We kindly ask you to send us particulars of their application, and why they want the present rates reduced, as we are certainly interested in sugar freight rates coming into this territory.
>
> "While it is only part of the British Columbia refinery's market, it is our entire market, and any information you can give us on the above will be appreciated, and we thank you in advance for the same."

For the reasons indicated in a later portion of this memorandum, it is not now necessary to deal with these two applications.

As has been stated, order No. 4886 dealt with all-rail rates, not only because the application was essentially concerned with this, but also because the Board appreciated that in the lake and rail movements there entered a factor which was not common to the movement from Vancouver, a factor which further, was to a considerable extent independent of the control of the Board. This is emphasized in the present application which refers to an 18-cent rate of the Canadian Lake Line applicable to sugar from Montreal to Port Arthur and Fort William for furtherance. This, as well as other independent lake carriers, is not subject to the Board's jurisdiction.

The consideration then of the former order does not advance the present situation. So far as the all-rail rates are concerned, Mr. Beatty in his answer gives the following comparisons which are not contested:—

FROM

TO (Rates in cents per 100 lbs.)	Montreal, Que., all-rail, fifth class Tariff, E. 1920; C.R.C. E. 2320.	Vancouver, B.C. Special Tariff, No. W. 2141; C.R.C. W. 1428.	Difference in favour of Vancouver.
Regina	99	75	24
Moosejaw	102	75	27
Saskatoon	109	95	14
Edmonton	133	82 plus $10 per car.	51 less $10 per car
Red Deer	134	82	52
Calgary	133	75	58
Lethbridge	127	80	47
Strathcona	133	82	51

The applicant is in reality treating Fort William and Port Arthur as initial points of shipment. It states that because of the warehousing facilities supplied there, it is feasible for the eastern refiner to ship in on the lake rate during the summer, and by forwarding from these points during the season when navigation is not open practically to spread the effect of the lake and rail rate over the whole year's movement. This may be and no doubt is to a considerable extent true, but a comparison of the rates from Fort William and Port Arthur westward with the rates from Vancouver eastbound is an integral portion of the Vancouver Board of Trade case which was made a part of the pending Western Rate Investigation. The applicant asks "for this discrimination to be removed and for lower freight rates to all points in Alberta and western Saskatchewan." The complaint of the Vancouver Board of Trade raises exactly the same point as is raised by the applicant in the present case, namely, is the difference in rate basis eastbound over the mountains

from the Pacific coast justifiable as compared with the rate basis from Montreal and from the head of the lakes wesbound? It is, therefore, impossible to give any ruling on a particular case in advance of the ruling on the general case. The application, therefore, must stand to be dealt with as an integral part of the general investigation.

S. J. McLEAN.

February 21, 1913.

H. L. D.

Notice has been sent out to all parties interested under date of March 28, 1913, that the Board will hear such further representations as any of the parties desire to make at its next sittings in Vancouver.

CARTAGE TOLLS.

The railway companies operating in Eastern Canada which performs certain services in certain cities and towns known as cartage points, filed with the Board new cartage tariffs increasing the toll charged to the public for cartage service when such service is rendered by the companies. The new tariffs were to take effect on November 11. Notice was sent to the railway companies interested that they would be required to speak at the sittings to be held in Ottawa on November 5, 1912, to the new tariff of the companies increasing from November 11, 1912, the tolls to be charged at the so-called cartage points in Eastern Canada. After some discussion at the November sittings, the matter stood adjourned until the sittings of the Board in Ottawa on December 17. In the meantime, however, on November 6, the following order was issued:—

Order No. 17911.

Upon the hearing of the matter at the sittings of the Board held at Ottawa, November 5, 1912, the majority of the railway companies interested being represented at the hearing, the evidence offered, and what was alleged—

It is ordered that the effective dates of the following tariffs covering the said increased charges for cartage, viz:—

Grand Trunk Railway Company	C. R. C. No.	E 2627
Canadian Pacific Railway Company	C. R. C. No.	E 2467
Canadian Northern Railway Company (lines east of Port Arthur)	C. R. C. No.	E 184
Père Marquette Railroad Company	C. R. C. No.	1533
Michigan Central Railroad Company	C. R. C. No.	1967
Chatham, Wallaceburg, and Lake Erie Railway Company	C. R. C. No.	254
Kingston and Pembroke Railway Company	C. R. C. No.	421
Quebec, Montreal, and Southern Railway Company	C. R. C. No.	459
New York Central and Hudson River Railroad Company	C. R. C. No.	2414
Toronto, Hamilton, and Buffalo Railway Company	C. R. C. No.	838
Ottawa and New York Railway Company	C. R. C. No.	921

Be, and they are hereby, postponed to and including the thirty-first day of December, 1912.

D'ARCY SCOTT,
Assistant Chief Commissioner.

JUDGMENT.

THE ASSISTANT CHIEF COMMISSIONER: Well, if there is nothing further we will dispose of this matter now.

The railway companies have for many years been carrying on a cartage business through these cartage companies. Under the Railway Act, as it is now in force, the question of cartage is a toll, and the railways must submit to the Board the toll they charge for cartage.

The railway companies have been collecting for many years two cents a hundred and fifteen cents for smalls, and they have applied to the Board, or rather they have submitted to the Board, a tariff in which they desire to charge three cents a hundred and twenty cents for smalls.

Had it not been for the intervention of the Board that tariff would have come into effect, at least so far as the Grand Trunk and Canadian Pacific railways are concerned, some time ago, I think it was the 11th November, but we issued an order postponing the effective date of that tariff until the matter could be looked into and considered. The matter was before the Board at the November traffic sittings a month ago. Since then conferences have been held between the parties interested, and we have to-day heard from those representing the parties who conferred, except some of the cartage companies, the result of their interviews.

The cartage companies *per se*, of course, are not under our jurisdiction, and they have the right to absent themselves, as two of them have done to-day, from this meeting if they so desire. It might have been beneficial to have had the assistance of their advice. The Hendrie Company were polite enough to come forward, and they have given us substantial assistance in telling us what their views are in the matter. However, the other companies are within their rights in doing what they have done.

I think we are all agreed that it is a benefit to both the railway companies and the shipping public to have these cartage companies carry on this cartage business as they do. The shipping public, of course, are free to use their own concerns or to hire private cartage companies if they so desire, but it is not done except in a few cases. The general use of the cartage companies by the shipping public is evidenced—of course there is a lot of other evidence besides—that it is a convenient method to have the cartage done.

That being so, and the rates charged for cartage by the railway companies being under our jurisdiction, it is incumbent upon us to decide whether the railway companies' tariffs which they have filed should be permitted to go into effect, that is, tariffs containing these higher rates.

From the investigation we have made, and from the evidence submitted, it is clear to us that it is not unfair to permit some increase in the cartage rates. The cost of horses, the cost of wages, the cost of feed—all these items have gone up within the last few years, commensurate, I suppose, with the cost of everything we use. We all know the cost of living has tremendously increased.

The railway companies ask for three cents a hundred. We think they are asking too much. We think that rate should not be granted. But we are of the opinion that they might be permitted to charge two and a half cents a hundred, and that the present rate on smalls might continue at 15 cents.

The evidence in regard to the Canadian Pacific railway is that they are collecting more on the handling of smalls than they are paying their cartage company for that particular item of business. Of course, the Canadian Pacific railway as well as the Grand Trunk and other companies are paying the cartage companies much larger sums than they are collecting from the public. They are free to make their own bargains with those cartage companies; we have nothing to say as to that. But bearing in mind the general benefit to the public, and the increased cost of living which we all realize, and the evidence given to us of the increased cost in the items which make up the expenditure of the cartage companies, we feel that two and one-half cents a hundred should be allowed.

Therefore, if amended tariffs on these lines are filed to become effective on the 1st of January—that was the date to which we had put off the effective date of the tariffs heretofore filed—they may then come into effect.

It has just been pointed out that there should be thirty days' notice. Therefore it may be the 1st of January is too early a date. Mr. Hardwell will look into that, and of course the public will get notice when the effective date should be.

Mr. Hayes: I think the tariff is simply under suspension at the present time with both the Interstate Commerce Commission and this Board.

The Assistant Chief Commissioner: You have got to give the Interstate Commerce Commission thirty days.

Mr. Hayes: For a reduction. It will be a reduction of the present tariff.

Mr. Hardwell: The present tariff is postponed to and including the 31st day of December.

Mr. Hayes: The new tariff will be a reduction.

Mr. Hardwell: No. This tariff was postponed. It will be an advance over the existing tariff.

Mr. Kirkpatrick: There is no trouble in getting permission from the Interstate Commerce Commission if your order reads the 1st of January.

The Assistant Chief Commissioner: You had better give the public the benefit of the doubt. We will make it thirty days now.

Pursuant to the judgment the Board, on December 18, 1912, issued General Order No. 99 as follows:—

General Order No. 99.

Upon the hearing of the matter at the adjourned sittings of the Board held in Ottawa, December 17, 1912, in the presence of counsel for and representatives of a majority of the railway companies interested; counsel for and the representative of the Hendrie Cartage Company; and the representatives of the Canadian Manufacturers' Association, the Boards of Trade of Montreal and Toronto, and the Ontario Wholesale Grocers' Guild; the evidence adduced, and what was alleged; and the reading of what has been filed:—

It is ordered that the special tariffs of the railway companies, the effective dates of which were postponed to and including the 31st day of December, 1912, by the orders of the Board Nos. 17911, 18088 and 18153, dated respectively the 6th, 21st and 30th days of November, 1912, be, and they are hereby, disallowed; and that in lieu thereof the railway (or railroad) companies may publish and file, and make effective on statutory notice, special tariffs of tolls chargeable for cartage at those points in eastern Canada where cartage services are rendered by the said companies, or their agents, which shall not exceed two and one-half cents per 100 pounds; provided that a minimum toll may be charged and collected for the cartage of any single complete shipment, which minimum toll shall not exceed 15 cents.

D'ARCY SCOTT,
Assistant Chief Commissioner.

SWITCHING CHARGES.

Complaint having been made to the Board by W. H. D. Miller, of Montreal, P.Q., that at Mile End, P.Q., the Canadian Pacific Railway Company refused to consignees the privileges of rule 2, clause I, of the Canadian Car Service Rules, by charging switching $2 per car unless placement orders are received by the company before the arrival of cars. The Board set the matter down for hearing at a sittings held in Montreal on October 29. Subsequently, on January 3, 1913, the judgment of the Board, concurred in by Commissioners Mills and Goodeve, was delivered by the Chief Commissioner:—

The Chief Commissioner:

Two cars arrived at Outremont consigned to shipper's order, the railway company to notify Mr. Miller of arrival. Notice was given and Mr. Miller says he

ordered both cars to Moreau street by same telephone message. Agent says he ordered one to Moreau and one to Hochelaga. One car was sent to Moreau and was unloaded; the other went to Ontario street, where Miller's consignee refused to unload it; and there it now stands under demurrage. Moreau and Ontario street team-tracks are all in Hochelaga yard; and I would allow the complaint for these reasons: First, the consignee wrote the agent the following day confirming his telephone message, and this letter orders both cars to Moreau street; Second, the same man, Hogg, was to unload both cars, and consequently he would more than likely want them at the same place; Third, I think if there is any conflict over a verbal or telephone conversation, the benefit of the doubt should go to the shipper, particularly as in this case, Miller's interpretation is confirmed by his letter.

It should be borne in mind that this situation does not in any way conflict with the ruling of the Board in the Canadian Cement case. The shipper has the right to have his car placed; but that right is subject always to the requirements of other shippers, and to the possible accommodation available. Had the Canadian Pacific Railway Company been unable, by reason of the demands of other shippers, to place the second car as Miller had desired, the ruling of the Board in the Cement case would apply. The railway company has not pleaded the situation which was apparent in the Cement case. The Company, therefore, must assume the onus of the mistake or misunderstanding, and move the car to Moreau street for unloading at its own cost and charges; and there should be no charge for demurrage consequent upon the failure so to place the car in the first instance.

Commissioners Mills and Goodeve concurred.

January 3, 1913.

RE INTERNATIONAL PULPWOOD RATES.

On August 19, 1912, an application was made to the Board by the International Paper Company, the Union Bag and Paper Company, and other interested parties, for an order pursuant to section 323 of the Railway Act, disallowing the increased rates and cancellation on pulpwood from Quebec, Ontario and New Brunswick provinces to eastern United States points, which otherwise would become effective on September 1 and 2, 1912, and reinstating the present rates of the Canadian Pacific, Grand Trunk, Canadian Northern and Temiscouata railways. The railway companies notified the Board that they would voluntarily suspend the effective dates of the tariffs on pulpwood, to November 1, 1912, and the matter was accordingly set down for hearing at sittings of the Board to be held in Ottawa, October 15, 1912. The Board, after hearing the parties by counsel, enlarged the matter for further hearing until February 4, 1913, and in the meantime issued an order directing that the tariffs of the respondent railway companies increasing the rate on shipments of pulpwood be suspended until February 14, 1913. A further order was issued on January 27, 1913, directing a further suspension until March 1, 1913. After the hearing on March 4, judgment of the Board (Commissioner McLean dissenting) was delivered by the Chief Commissioner.

See Appendix "C" for judgment and dissenting judgment.

And in pursuance of the judgment, the Board issued order No. 18787, as follows:—

February 27th, 1913.

Upon the hearing of the application at the sittings of the Board held in Ottawa, October 15, 1912, in the presence of counsel for the applicants, the Grand Trunk, Canadian Pacific, and Canadian Northern Railway Companies being represented at the hearing, the evidence offered, and what was alleged; and the reading of the written arguments filed on behalf of the parties—

It is ordered as follows:—

1. The application is hereby refused.

2. Subject to the condition that the rates from the Canadian Pacific Railway Company's stations west of Avonmore to and including Smiths Falls, in effect at the date of this order, be restored, the said tariffs of the respondent railway companies, increasing the rates on shipments of pulpwood, in carloads, are hereby allowed; provided that such increases shall not become effective before the 15th August, 1913.

H. L. DRAYTON,
Chief Commissioner.

RATES ON CORN AND CORNMEAL.

At a sittings held in Ottawa, April 16, 1912, the Grand Trunk and Canadian Pacific Railway Companies were called upon to justify the higher rates on ex-lake corn from Lake Huron and Georgian Bay ports than are charged on wheat and oats ex-lake. Also, that the railways show cause why the rate on cornmeal and other grain products from Montreal, P.Q., to St. John, N.B., should not be reduced from 17½ to 15 cents per 100 pounds. At the hearing the Chief Commissioner expressed his opinion that the cornmeal rates from Montreal to St. John points should not be disturbed and Commissioner McLean stated that the representations at the hearing, as well as the tenor of the protests received from the Maritime Provinces, convinced him that action could not be taken as suggested in his judgment of March 6, 1912, without giving the Maritime Province points concerned, an opportunity to be heard. The Board accordingly dismissed the application. Subsequently, at sittings held in St. John, N.B., on July 9, 1912, the Board took up the application of the Montreal Board of Trade for an order (*a*) reducing the rate on ex-lake corn from the Georgian Bay ports to Montreal, to the same basis as in effect on ex-lake wheat, barley, and oats; (*b*) directing the Canadian Pacific Railway Company to apply the mileage basis as in effect in Ontario and Quebec, as shown in the company's tariff C.R.C.E.-1929, on cornmeal shipped from Montreal to the company's points in New Brunswick. After the hearing, the judgment of the Board was delivered by Commissioner McLean, as follows:—

Mr. Commissioner McLean:

The judgment, dated March 6, 1912, stated that the application as launched was not a tenable one. At the same time, direction was given that the railway should be asked to justify the apparent discrimination as between the wheat and oats rate and the corn rate from Georgian Bay ports to Montreal. It was stated:—

> "It appears, however, that the corn rate from Tiffin to Lindsay and from Tiffin to Peterboro is the same as the wheat and oats rate, while from Tiffin to Montreal the corn rate is 11½ cents as compared with the wheat and oats rate of 10 cents. In view of the extension of the wheat and oats rate to Lindsay and Peterboro, it is not apparent why the same treatment should not be given to Montreal. It does not appear that there is any such essential difference between corn and wheat and oats as would justify a higher rate basis in the case of corn."

Attention was also drawn to the fact that the rate from Montreal to St. John was apparently out of line as compared with the rate from points west of Montreal to St. John, and direction was given that the railway should be required to speak to the question why the Montreal-St. John rate should not be reduced from 17½ to 15 cents.

As a result of this hearing, the majority of the Board concurred in the position that the cornmeal rates from Montreal to St. John points should not be disturbed.

On May 11, 1912, Mr. Tilston, for the Montreal Board of Trade, made application for a re-hearing, which would also afford an opportunity for the protests already made by the maritime milling interests against the proposed reductions of the rates, but which had not been presented in evidence to be considered.

As a result of this, the matter was set down for re-hearing in St. John. The position of the Maritime milling interests was in part presented. As it was desired by some of the interests represented to make fuller statements than could be put in at the hearing, an opportunity of doing this by means of written statements was afforded. This method of procedure, on account of the time necessarily taken up by written answer and reply is usually dilatory. And it was as dilatory as usual in the present application.

Full consideration of the evidence presented, as well as of the submissions subsequently presented in writing, convince me that the Board acted properly in refusing to direct a reduction from Montreal to St. John. This position may be re-affirmed.

There remains for consideration the question of the ex-lake rates on corn, which was not dealt with in the judgment of the Board already referred to. As pointed out by Mr. Tilston at the hearing, the ex-lake rates on corn for milling are identical with those on wheat, barley, and oats, for milling, for all distances up to 325 miles, at which point the rate is uniformly 10 cents per 100 pounds. This 10-cent rate is continued on wheat, barley and oats down to Montreal, which is 382 miles by the Grand Trunk from Tiffin; and when, in the near future, the C. P. R. opens its new line to Port McNicoll, its distance will be 369 miles. On the other hand, the corn rate advances to 11 cents up to 350 miles, and to 11½ cents beyond that to Montreal.

This is a question of discrimination as between the rates on corn and the wheat and oats rate. It was contended in substance by Mr. Kirkpatrick for the railway that the 10-cent wheat and oats rate was a competitive one against water carriers, and that in the case of corn the same conditions did not present themselves. It may be noted, as already pointed out, that the corn was given the same basis as wheat and oats from Tiffin to Lindsay and Peterborough.

If the controlling power of water competition is relied upon as a justification of the difference in treatment, it would normally follow that to some extent the water controlled rate would fluctuate with its controlling rate. But the 10-cent rate has been in force unchanged for some years. It applies not only to Montreal and as a maximum to intermediate points, but also to points on the north shore, from Aylmer down to Montreal, including the branches, and to points on the Brockville-Ottawa and Prescott-Ottawa sections. But the pervasive power of water competition on this rate is further minimized when it is remembered that it was originally an arbitrary rail proportion of a through rate from Fort William. It had its origin when grain was handled on through rates from Fort William, via lake and rail, and this figure was approximately, if not actually, allowed for the rail haul from the Georgian Bay. As a result of the improvement in the facilities for handling grain to Montreal, all water, it became expedient to allow the lake carrier to protect rates on the Bay ports as they found necessary to meet fluctuating competitive conditions, and the rail carriers accepted the fixed rate of 10 cents per 100 pounds from the Bay ports.

It has not been affirmatively shown that either in point of water competition, or in point of conditions affecting carriage, there is such a difference of conditions as to justify the discrimination between the ex-lake rate on corn and that on wheat, oats and barley. The corn should, therefore, be given the same treatment as the latter, where an ex-lake rate on it is in effect.

I agree, D'A. S., J. M., A. S. G.

January 14, 1913.

In pursuance of this judgment, order No. 18578 was issued. The following is the order:—

January 23, 1913.

Upon the hearing of the application at the sittings of the Board held in the city of St. John on July 9, 1912, the applicant, the city of St. John, the St. John Milling Company, Limited, and the Canadian Pacific Railway Company being represented at the hearing, and what was alleged; and upon the reading of the written arguments filed in support of the application and on behalf of the railway company—

It is ordered:—

1. That the order of the Board No. 16394, dated April 25, 1912, dismissing the application for an order directing the Canadian Pacific Railway Company to apply the mileage basis, as in effect in Ontario and Quebec, as shown in the company's tariff C.R.C.E.-1929, on cornmeal shipped from Montreal to the company's points in New Brunswick, be, and it is hereby, confirmed.

2. That the mileage tariffs of the railway companies, from the ports of transshipment, on ex-lake corn in carloads, for milling purposes, be revised so as to provide rates on the said corn that shall not, in any case, exceed the mileage tariff rates charged from the same ports of transshipment, and for the same distances, on ex-lake wheat, oats and barley in carloads, for milling purposes; the said revised tariffs to become effective not later than the 10th day of February, 1913.

D'ARCY SCOTT,
Assistant Chief Commissioner.

RE TRANSPORTATION OF FRUIT.

An application was filed with the Board under date of April 23, 1912, by the Simcoe Fruits, Limited, of Barrie, Ont., for the restoration of the agreement in effect prior to March 29, 1911, whereby green apples carried by the railway companies in L.C.L. lots for aggregation into carload shipments, received in reshipment a reduction of one-third from the inwards L.C.L. rate, or, as an alternative for the application of the through L.C.L. rate, subject to the minimum C.L. weight; from the original shipping point to the final railway destination, plus a reasonable charge of $3 per car suggested for the stop-over at the intermediate point of consolidation, with the privilege of inspection and repacking thereat.

Application was also made in this connection by the Fruit Growers' Association of Ontario. The matter came before the Board for consideration at a sittings held in Toronto on September 26, 1912, in the presence of counsel of the railway companies interested, and a representative of the Simcoe Fruits, Limited. No action was taken on that occasion the matter being stood over to be dealt with when the application of the Fruit Growers' Association of Ontario, should be filed with the Board. The matter subsequently came before the Board for final adjudication at a sittings held in Toronto, November 6, 1912, before the Chief Commissioner and Commissioner McLean. The judgment of the Board was subsequently delivered by Commissioner McLean:—

Mr. Commissioner McLean:

Application is made for a stopover for completion of carloads of fruit in transit, or, in the alternative, for the restoration of the special rate on part lots to concentration centres. Application is also made for reimbursement for slatting supplied for the floors of cars by shippers.

It is established by various decisions of this Board, as well as by decisions of the Interstate Commerce Commission, that the transit practice is a privilege, not a right.

The following language expresses the position of the Board as set out in the judgment in connection with the application of the Board of Trade of Montreal for an order directing the C.P.R. Co. to furnish tariffs covering milling in transit arrangement on corn received at Montreal by rail from Georgian Bay elevator ports and from Detroit, &c., file 12384:—

> "We cannot require a railway company to establish a milling in transit rate on anything; it is optional with them to do it. If they choose to do it themselves, then they may get under our jurisdiction if it discriminates against anybody. But in the absence of any milling in transit rate on corn for local consumption, I do not see how it can get under our control at all. We cannot require them to put in such a rate as I understand it. If they do it and then if discrimination follows, it would come under the discrimination clause."

The same position applies here. Discrimination not having been established, the Board is without power to direct that this privilege shall be given by the railway.

In the matter of the application for the restoration of the special rate in part lots to concentration centres, the situation as disclosed by the Board's records appears to be as follows: From December 10, 1904, when tariffs were first filed under the Act (and probably much earlier) down to March 28, 1911, both the Grand Trunk and Canadian Pacific carried apples to concentration points for storage, inspection, or completion of carload and reshipment, at a reduction of one-third from the local tariff rates. The combination of the in and out rate was not to be less than the through rate from the first shipping point to the final destination, plus 2 cents per 100 pounds; and if to the concentration point a joint route had to be used, the reduction applied only to that portion of the earnings of the company that received the second haul, or reshipment, from that point. On March 29, 1911, the arrangement was modified by withdrawing the completion-of-carload concession, and restricting the storage and inspection privileges to carloads.

The railways have not satisfactorily justified the abrogation of the arrangement which had been shown to have been in existence in Ontario for a number of years; and an order of the Board should go directing the re-establishment of the hitherto existing arrangement, this to be effective within thirty days.

The second phase of the application is concerned with the determination of the allowance to shippers for slatting furnished by them for the floors of refrigerator cars. From the evidence, the allowance is desired in connection with soft fruits, *e.g.*, peaches and plums. It will be sufficient at present to require the Grand Trunk Pacific, the Canadian Pacific, and the Canadian Northern to notify the Board not later than April 15 what number of their refrigerator cars in service are supplied with slatted floors, and what number are not. When this information is received, the Board will then be in a position to determine what allowance should be made to shippers furnishing slatting for the floors of cars.

S. J. McLEAN.

I agree, H. L. D.

February 26, 1913.

Pursuant to this judgment the Board issued, on March 5, 1913, the following order:—

Order No. 18,825.

Upon hearing the applications at the sittings of the Board held in the city of Toronto, September 28, 1912, and November 6, 1912, the applicants and the Grand Trunk and Canadian Pacific Companies being represented at the hearing, and what was alleged; and upon the report of the chief traffic officer of the Board:—

It is ordered as follows:—

1. That the applications for the stop-over privilege for completion of carload shipments in transit, at an additional charge of three dollars ($3) per car for each such stop, be, and they are hereby, refused.

2. That the railway companies subject to the jurisdiction of the Board re-establish the arrangement formerly in effect, whereby apples were carried to concentration points for storage inspection or for completion of carloads and re-shipment, subject to certain conditions, at a reduction of one-third from the local tariff rates, to the concentration points, so as to become effective within thirty days from the date of this order.

3. That the Grand Trunk, the Grand Trunk Pacific, the Canadian Pacific, and the Canadian Northern Railway Companies notify the Board, not later than April 15, 1913, what number of their, and each of their, refrigerator cars in service are supplied with slatted floors, and what number are not.

H. L. DRAYTON,
Chief Commissioner.

HEATED CAR SERVICE.

The consideration of the question of heated car service to be furnished by railway companies was first brought to the attention of the Board in connection with the application of the Sanitaris, Limited, of Arnprior, Ont., for an order directing railway companies to furnish, during cold weather, heated cars for the carriage of mineral water, ginger ale, and other bottled beverages, in quantities aggregating not less than carload lots, from one shipper to one or more consignee and destinations, and in this connection an order was issued dealing with the matter (order No. 15,819) and directing the railway companies to re-establish the system in practice by them of carrying less than carload lots in heated cars during the winter of 1910-1911, until further order of the Board, or until the reasonableness of the withdrawal of such facilities could be passed upon by the Board.

Subsequently, on June 11, 1912, the following circular was sent to all railway companies subject to the Board's jurisdiction:—

OTTAWA, June 11, 1912.

Circular No. 89.

File 18855, Heated Car Service.

DEAR SIR,—I am directed to inform you that at the sittings of the Board to be held at Ottawa on Tuesday, July 2, commencing at ten o'clock in the forenoon, railway companies subject to the Board's jurisdiction will be required to show cause why a general order should not issue, requiring railway companies to furnish a heated car service.

Yours truly,

A. D. CARTWRIGHT,
Secretary.

In accordance with this circular the matter came before the Board for consideration at its sittings held in Ottawa on July 3, 1912, when, after hearing the parties, judgment was reserved.

Subsequently, on December 6, 1912, the Board issued General Order No. 98 in the following terms:—

General Order No. 98.

Upon the hearing of certain of the applications at the sittings of the Board held at Ottawa on July 3, 1912, and at Toronto, on September 28, 1912, in the presence of

counsel for and representatives of the applicants and the railway companies, and what was alleged; and upon the report and recommendation of the chief traffic officer of the Board—

It is ordered that, until further ordered by the Board, upon the receipt of reasonable notice from the shipper, or shippers, that such is or are required, railway companies, subject to the jurisdiction of the Board, operating in Eastern Canada, which own refrigerator cars, and according to their respective powers, furnish to any shipper or combination of shippers, a heated refrigerator car, or cars, for the carriage during cold weather, of fruit, vegetables and eggs, in less than carload quantities, the same to be carted by the shipper, and loaded in the car by the shipper, or shippers, in the order in which the shipments are to be unloaded.

Provided, that under this order the carrier be not required—

(*a*) To accept shipments necessitating more than five openings of any such car for unloading purposes.

(*b*) To furnish heated cars for transhipments from the original car for destinations off the route of the said car.

(*c*) To accept less than a total weight of 12,000 pounds in any such car, or less aggregate amount in freight charges than for 12,000 pounds distributed proratably over the various shipments in any car.

(*d*) To accept such shipments unless the freight charges are prepaid.

(*e*) To assume liability for loss or damage to the property by frost (1) while in the car, if caused by the opening of the car for loading or unloading purposes; or (2) after it has been unloaded from the car.

D'ARCY SCOTT,
Assistant Chief Commissioner.

The Canadian Pacific Railway Company having interpreted the said general order as superseding order No. 15,819 and having discontinued the heated car service in respect of freight shipments not specifically provided for in the general order, the Board issued a further general order, dated February 1, 1913, (General Order No. 101) as follows:—

General Order No. 101.

Whereas, by order of the Board No. 15819, dated January 18, 1812, all railway companies subject to the jurisdiction of the Parliament of Canada were directed forthwith to re-establish the system or systems in practice by them, during the winter of 1910-11, of carrying less than carload lots in heated cars, and to grant to all shippers the rights and privileges of such shipping facilities in respect to such traffic as were in force upon their various lines during the said winter, until further order, or until the reasonableness of the withdrawal of such facilities could be passed upon by the Board;

And whereas, by general order No. 98, dated the 6th day of December, 1912, railway companies subject to the jurisdiction of the Board, operating in Eastern Canada, were required to furnish to any shipper a heated refrigerator car, or cars, for the carriage during cold weather of fruit, vegetables and eggs, in less than carload quantities, subject to certain conditions specified in the order:

And whereas, the Canadian Pacific Railway Company interprets the said general order as superseding the said order No. 15,819, and has discontinued the heated car service in respect of freight shipments not specifically provided for in the general order, and notwithstanding the fact that it has been notified, under the direction of the Board, that the intention of the said general order was not in any way to cancel or supersede the provisions of the previous order, the company refuses to carry out the terms of the said order No. 15,819—

Now therefore the Board orders and declares that the said general order No. 98 shall not be taken or construed as in substitution for, or in cancellation of, the said

order No. 15,819, but as an addition thereto; and the Canadian Pacific Railway Company is hereby directed forthwith to comply with and carry out the terms and requirements of the said order No. 15,819, dated January 18, 1912.

H. L. DRAYTON,
Chief Commissioner.

The Board now expresses the hope that the orders issued are sufficient to cover the requirements of the case.

RE EMBARGOES.

The question of embargoes having been one that has been engaging the attention of the Board, the Board on the 14th of May, 1912, issued the following circular:—

May 14, 1912.

Circular No. 87.

"RE" EMBARGOES.

The Board desires that all railway companies subject to its jurisdiction, show cause at the traffic sittings of the Board to be held at Ottawa, June 18, 1912, why an order should not go prohibiting any railway company from issuing an embargo against any traffic for a period longer than four days without first giving the Board at least ten days' previous notice of its intention to issue such embargo, and the reason why such embargo is to be issued.

By order,

A. D. CARTWRIGHT,
Secretary.

At the sittings held in Ottawa, on June 18, the matter was discussed by counsel for the various railway companies interested, and the Board, after hearing the discussion, reserved judgment. Subsequently, on November 2, 1912, the Board decided to issue a general order dealing with the matter, as follows:—

General Order No. 95.

Upon the hearing of the matter at the sittings of the Board held in the city of Ottawa, June 18, 1912, the Grand Trunk Railway Company of Canada, the Canadian Pacific, Canadian Northern and Great Northern Railway Companies, being represented by counsel at the hearing; and reading what has been filed on behalf of the respondent railway companies, and the report and recommendation of the chief operating officer of the Board—

It is ordered as follows:—

Whenever a railway company, subject to the jurisdiction of the Board, issues an embargo against any traffic, it shall, within forty-eight hours thereafter, file with the Board a copy of such embargo, with a statement of the conditions rendering such embargo necessary, the action required to remove such conditions, and the probable time such embargo will be continued. And when such embargo is withdrawn or cancelled, the company shall forthwith file with the Board a copy of such withdrawal or cancellation.

D'ARCY SCOTT,
Assistant Chief Commissioner.

This order has been acted upon by all railway companies interested and the information called for, filed with the Board.

DEMURRAGE CHARGES, CAR SHORTAGE AND CONGESTION OF TRAFFIC.

The question of an increase in demurrage charges on freight cars as a means of expediting the release of cars was one that came before the Board for consideration upon the application of the Canadian Pacific, Grand Trunk, Canadian Northern and Michigan Central Railway Companies on behalf of themselves and of all other railway companies subject to the Board's jurisdiction, for permission to increase, temporarily, the toll for car detention by shippers or consignees, with the object of mimimizing the misuse of freight cars for storage purposes, and alleviating the car shortage and congestion of traffic.

Notice of the hearing of the application having been sent to all parties directly interested, the matter came before the Board for consideration at a sittings held on November 27, 1912, in the presence of representatives for certain Boards of Trade and for other associations interested. The Board, after hearing all parties, issued the following order (General Order No. 97) dealing with the matter:—

General Order No. 97.

Upon the hearing of the application at the sitting of the Board held in the city of Ottawa on the 27th November, 1912, counsel and representatives appearing for the applicant railway companies, the Canadian Manufacturers' Association, the Montreal and Toronto Boards of Trade, the Montreal Corn Exchange, the Dominion Millers' Association, the Canadian Lumbermen's Association, and others:—

It is ordered that, on the publication and filing of tariffs therefor, and for the period commencing the fifteenth day of December, 1912, and terminating the thirty-first day of March, 1913, both inclusive, the said applicant companies be, and they are hereby, permitted to increase the car service or demurrage toll prescribed by the order of the Board, No. 906, dated the 25th day of January, 1906, from one dollar a day to two dollars a day for the first twenty-four hours or any part thereof, and to three dollars a day for each succeeding twenty-four hours, or any part thereof, for delay beyond the free time allowed for the said order for loading or unloading cars; provided that this order shall not apply to cars held in transit at stopover points under published tariffs filed with the Board.

D'ARCY SCOTT,
Assistant Chief Commissioner.

File No 1700.29.

APPLICATION OF RAILWAY COMPANIES FOR ORDER PERMITTING A TEMPORARY INCREASE OF DEMURRAGE CHARGES.

Heard at Ottawa, November 27, 1912.

Assistant Chief Commissioner:

The railway companies under the jurisdiction of the Board apply for a temporary increase of the demurrage charges permitted under the Canadian Car Service Rules, from $1 per day beyond the free time, to $2 for the first twenty-four hours, $3 for the second twenty-four hours, and $4 for the third and succeeding twenty-four hours, of car detention after the free time allowed by the rules.

It cannot be denied that a car shortage equal to, if not greater than that of last year is imminent; and unless some steps are taken to secure an adequate supply of cars, traffic will be seriously handicapped during the approaching winter and spring until the opening of navigation. Evidence was submitted to the Board by the applicants, showing an unreasonable detention of a large number of cars at many of the principal traffic centres of the country. It is urged by the railway companies that the

unnecessary detention of cars by shippers and consignees, not only handicaps the railway companies by depriving them of cars which would otherwise be available for traffic, but also causes congestion by blocking team tracks and private sidings in terminals. It is also contended that at least 50 per cent of what is called railway detentions, that is, the unnecessary holding of cars in terminals by the railway companies, is done to the blocking of these terminals by the unnecessary detention of cars by shippers and consignees.

The Board is fully alive to the very unsatisfactory method adopted by some of the railway companies for the handling of freight traffic. It has had its expert officials examine and report on the terminal and transportation facilities of the railway companies for some time. It has had the railway companies and the representatives of the shippers before it, and has discussed with the former the necessity for increasing the facilities and rolling stock of the railways, in order to overcome the unsatisfactory condition of affairs; and the railway companies are, undoubtedly, making an honest effort to relieve the congested condition of freight traffic, by increasing their facilities in the way of enlarging their yards, double-tracking, providing more cars, and adding to their motive power.

We are all thankful to realize that the traffic of the country is increasing at a far greater rate than was anticipated but a few years ago.

I believe there is much yet for the railways to do to equip themselves to handle the business of the country properly; but, as I have said before, I am satisfied that they are making an honest effort to do so; and they now ask, in a time of congestion of traffic, that those whose merchandise they carry do what they can to assist by loading and unloading cars as promptly as possible, in order that they may be available for the use of shippers.

The practice of consignees holding cars and using them for storage or warehouse purposes, undoubtedly exists. In many cases, it is cheaper for a consignee to pay $1 a day demurrage and use the car as a warehouse, than to unload the car promptly and store his goods in some other place. Many merchants and traders, whose business has materially increased within the last few years, have not sufficient shed capacity to take care of their goods.

The applicants, in order to induce prompt release of cars, ask that the demurrage charges be so increased that, because of the expense of holding a car beyond the free time, shippers and consignees will be prompted to load and unload cars with the utmost despatch.

The object of Car Service Rules is not to supply revenue for the railway companies, but to insure prompt release of cars, that they may be available for other shippers. The $1 for each twenty-four hours' detention over the free time is apparently not a sufficient inducement to secure the prompt release of cars in many cases: and I am of the opinion that temporarily, during the present shortage of cars, the demurrage charge should be so increased as to insure the prompt release of cars in all cases.

When a congestion occurred some time ago, on the Ontario Government railway (T. and N.O.) the demurrage charge imposed by the Government was increased from $1 to $3; and, from the uncontroverted evidence submitted to the Board, it proved to be beneficial in securing a more prompt release of cars. The Pacific Car Service Bureau, having jurisdiction in the state of California, made a protracted experiment by increasing demurrage charges gradually from $1 to $6 per day over the free time; and it has recently fixed the rate at $3 per day as being the most satisfactory amount.

Being of the opinion that the railway companies have made out a good case for a temporary increase of demurrage charges, I have come to the conclusion, bearing in mind the facts above stated, that the increase should not exceed a maximum of $3; I would increase the charge to $2 for the first twenty-four hours, and $3 for each subsequent twenty-four hours, beyond the free time as provided in our Car Service Rules.

The railway companies are on record as stating that if they get this temporary increase, which I think should be granted, there will be very little congestion, and few, if any, delays in the placing of cars. It will now be incumbent upon them to carry out their undertaking. This temporary increase in demurrage charges may be taken as a substantial contribution by the shipping public towards the relief of the difficulties, and it will be for the railway companies to do the rest. Unless greater effort is made by the railway companies, with the view of more prompt transportation and handling of traffic, I do not believe that the increase in the demurrage charges will make any substantial difference.

There is almost a unanimity of opinion among the shipping public, that they would cheerfully consent to the increase in demurrage charges, if a measure of reciprocal demurrage was made effective at the same time; that is, if the railway companies would pay a per diem allowance to the shipper, or consignee, for unreasonable delays in the delivery of cars on the part of the railway companies. That is a matter with which we cannot deal in this application. It was brought to the attention of the Board at a sitting in Winnipeg, in July last, and is, I believe, now being considered by the Chief Commissioner and Mr. Commissioner McLean on their present western trip; and it cannot be disposed of without a hearing in the east, where a number of shippers desire to be heard on the subject. In disposing of the question of reciprocal demurrage, the Board will, of course, consider what, if any, effect this temporary increase in the demurrage charges may have upon that question; but I see no reason why the present application should be delayed on that account.

I, therefore, think an order should go granting a temporary increase in the demurrage charges as mentioned above, to become effective on the 15th December next, and continue until the 1st April next; when, unless otherwise ordered by the Board, the old charge of $1 per day will be restored. I have made the effective date December 15 so as to give the shippers and consignees two weeks' notice.

It was pointed out to us at the hearing yesterday that the charges permitted for stopover privileges at Cartier and other points throughout Canada were based upon the present demurrage charges; and that, unless otherwise ordered by the Board, an increase in demurrage charges might result in an increase of stopover charges. There should be no increase in stopover charges; and provision to that effect should be incorporated in the order.

D'ARCY SCOTT.

Ottawa, November 28, 1912.

This order was widely circulated throughout the Dominion, and the Board trusts that it will meet the requirements of the case and prove to be equitable and just to all parties interested.

RECIPROCAL DEMURRAGE.

The matter of reciprocal demurrage is one that has come before the Board in connection with the application of Mr. D. D. Campbell, D.G.S. agent at Winnipeg, asking for a ruling of the Board on reciprocal demurrage on grain in transit. The application came before the Board for consideration at sittings held in Winnipeg, July 18, 1912, Assistant Chief Commissioner Scott presiding. Counsel appeared for the applicants and for the railway companies and others directly interested. No action was taken on that occasion, the matter standing for sixty days to enable the railway companies to file their answers. Subsequently, the matter again came before the Board at a sittings held in Winnipeg on November 11, the Chief Commissioner presiding, when it again stood over to enable counsel for the Winnipeg Board of Trade Grain Exchange, to put in, within thirty days, their reply to the answers filed

by the railway companies. On February 6, 1913, a circular letter was issued stating that the Board would take up the question of reciprocal demurrage and its suggested application to Canada, at a sittings of the Board to be held in Ottawa, April 15, 1913. Pending the hearing on April 15, the Board issued the following circular under date of March 13, 1913:—

BOARD OF RY. COM. FOR CANADA, March 13, 1913.

File 3775-1. Reciprocal Demurrage.

Supplement No. 1, to Circular No. 106.

I am directed by the Board to request that all Boards of Trade, trade associations, and shippers who are interested in the hearing by the Board at Ottawa, April 15 next, of the question of the suggested application of so-called "Reciprocal Demurrage" in Canada, and have made complaints or representations to the Board in connection therewith, file with the Board, on or before March 25 next, full particulars of the alleged delays, or irregularities, upon which their complaints are based; these particulars to include car numbers, car initials, commodity, dates of shipment and arrival, points of shipment and destination, and name or names, of the carrier, or carriers, together with facts pertinent to the said complaints.

A copy of such statement of particulars should be forwarded by the same mail to Mr. W. H. Biggar, general counsel, G.T.R., Montreal; Mr. E. W. Beatty, general solicitor, C.P.R., Montreal; or Mr. R. H. M. Temple, assistant solicitor, C.N.R., Toronto; as the case may be, where either of these three companies is concerned.

If the complaint is against any other railway, the copy should be forwarded to Mr. J. E. Duval, manager, Canadian Car Service Bureau, Montreal, P.Q.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

The question is one in which a large number of boards of Trade, as well as railway companies are interested, and the Board expresses the hope that all parties will be in a position to proceed with the matter on April 15, so that a final decision may be arrived at, at an early date.

REGULATIONS FOR THE PREVENTION OF FIRES.

The question of the prescribing of regulations for the prevention of fire generally, came before the Board in connection with the application of the Lands Department of the Government of British Columbia for an order regulating the operation of railway locomotives within the province, having regard to the spreading of fire upon lands adjoining the railway companies rights of way. At sittings held in Toronto, on the 30th of April, 1912, and Ottawa, May 13, 1912, the matter came up before the Board for final discussion, in the presence of counsel for the province of British Columbia, the Canadian Pacific Railway, the Grand Trunk Pacific Railway, the Grand Trunk Railway, and the Canadian Northern Railway Companies, the Conservation Commission, and the Canadian Forestry Association, the Dominion Forestry Reserves being also represented. In pursuance of the hearing, the Board, on May 22, issued a general order dealing with the matter as follows:—

Order No. 16570.

Upon the hearing of the application at the sittings of the Board held in the city of Toronto on April 30, 1912, the Government of the Province of British Columbia, the Canadian Pacific Railway Company, the Grand Trunk Pacific, the Grand Trunk

and the Canadian Northern Railway Companies, the Conservation Commission and the Canadian Forestry Association being represented by counsel at the hearing, the Dominion Forestry Reserves also being represented, and what was alleged; and upon the reading of what has been filed on behalf of the interests affected, and in pursuance of all the powers conferred upon the Board by sections 30 and 269 of the Railway Act and all other powers, possessed by it in that behalf.

It is ordered as follows:—

1. Order No. 3245, dated July 4, 1907; order No. 3465, dated August 14, 1907; order No. 8903, dated December 15, 1909; and order No. 15995, dated February 16, 1912, be, and they are hereby rescinded.

2. Until further order, every railway subject to the legislative authority of the Parliament of Canada, under construction, or being operated by steam, shall, unless exempted by a special order of the Board, cause every locomotive engine used on the said railway, or portion of railway, being constructed or operated by it, to be fitted and kept fitted with netting mesh as hereinafter set forth, namely:—

(*a*) On every engine equipped with an extension smoke box, the mesh shall not be larger than 2½ by 2½ per inch of No. 10 Birmingham wire gauge, and shall be placed in the smoke box so as to extend completely over the aperture through which the smoke ascends, the openings of the said mesh not to exceed a quarter of an inch and one sixty-fourth (that is, seventeen sixty-fourths) of an inch to the square.

(*b*) On every engine equipped with a diamond stack, the mesh shall be not more than 3 by 3 per inch of No. 10 Birmingham wire gauge, and shall be placed at the flare of the diamond of the stack, so as to cover the same completely, the openings of the said mesh not to exceed three-sixteenths and one sixty-fourth (that is, thirteen sixty-fourths) of an inch to the square.

3. Every such railway company shall cause:—

(*a*) The openings of the ash-pans on every locomotive engine used on the railway, or portion of railway, operated or being constructed by it, to be covered, when practicable, with heavy sheet iron dampers; and, if not practicable, with screen netting dampers 2½ by 2½ per inch of No. 10 Birmingham wire gauge—such dampers to be fastened either by a heavy spring or by a split cotter and pins—or by such other method as may be approved by the Board.

(*b*) Overflow pipes from lifting injectors, or from water pipes from injector-delivery pipe, or from boiler, to be put into the front and back part of the ash pans and used from the first day of April to the first day of November, or during such portion of this period as the Board may prescribe, for wetting ash pans.

4. Every such railway company shall provide inspectors at terminal or divisional points where its locomotive engines are housed and repaired; and cause them, in addition to the duties to which they may be assigned by the officials of the railway companies in charge of such terminal or divisional points:—

(*a*) To examine, at least once a week—

(1) The nettings;
(2) Dead plates;
(3) Ash pans;
(4) Dampers;
(5) Slides; and
(6) Any other fire-protective appliance or appliances used on any and all engines running into the said terminal or divisional points.

(*b*) To keep a record of every inspection in a book to be furnished by the railway company for the purpose, showing—

(1) The numbers of the engines inspected;
(2) The date and hour of day of such inspection;

(3) The condition of the said fire-protective appliances and arrangements; and

(4) A record of repairs made in any of the above mentioned fire-protective appliances.

The said book to be open for inspection by the chief fire inspector or other authorized officer of the Board.

(*c*) In case any of the said fire-protective appliances in any locomotive are found to be defective, said locomotive shall be removed from service, and shall not (during said prescribed period) be returned to service, unless and until such defects are remedied.

(*d*) Every such railway company shall also appoint one or more special inspectors, as may be needed, whose duties shall be to make an independent examination of the fire-protective appliances on all the locomotives of such company, at least once each month, and report the conditions of such fire-protective appliances direct to the chief mechanical officer of the railway company, or other chief officer, held responsible for the condition of the motive power of the said company.

5. Any authorized officer of the Board shall have power to inspect at any time any and all locomotives, and may remove from service any locomotive which is found to be defective in the said fire-protective appliances; and any such locomotive so removed from service, shall not (during the said prescribed period) be returned to service, unless and until such defects are remedied.

6. No employee of any such railway company shall:—

(*a*) Do, or in any way cause, damage to the netting on the engine smoke-stack or to the netting in the front end of such engine;

(*b*) Open the back dampers of such engine while running ahead, or the front dampers while running tender first;

(*c*) Or otherwise do or cause damage or injury to any of the fire-protective appliances on the said engine.

7. No such railway company shall permit fire, live coals, or ashes, to be deposited upon its tracks or right of way outside of the yard limits, unless they are extinguished immediately thereafter.

8. No such railway company shall burn lignite coal on its locomotive engines as fuel for transportation purposes unless otherwise ordered by the Board—lignite coal consisting of and including all varieties of coal between peat and bituminous, with a carbon-hydrogen ratio of 11·2 or less, such ratio being based on analysis of air-dried coal.

9. Every such railway company shall establish and maintain fire-guards along the route of its railway as the chief fire inspector may prescribe. The nature, extent, establishment, and maintenance of such fire-guards shall be determined as follows:—

(*a*) The chief fire inspector shall each year prepare and submit to every such railway company a statement of the measures necessary for establishing and maintaining the routes of such railways in a condition safe from fire, so far as may be practicable.

(*b*) Said measures may provide for the cutting and disposal by fire, or otherwise, of all or any growth of an inflammable character, and the burning or other disposal of debris and litter, on a strip of sufficient width on one or both sides of the track; the ploughing or digging of land in strips of sufficient width on one or both sides of the track; and such other work as may, under the existing local conditions and at reasonable expense, tend to reduce to a minimum the occurrence and spread of fire.

(*c*) Said statements of the chief fire inspector shall be so arranged as to deal with and prescribe measures for each separate portion of such railway upon and adjacent to which the fire risk calls for specific treatment. The intention shall be to adjust the protective measures to the local conditions and to make the expense proportionate to the fire risk and the possible damage.

(*d*) Said statements of the chief fire inspector shall prescribe dates on or within which the foregoing protective measures shall be commenced and completed, and the fire-guards maintained in a clean and safe condition.

(*e*) No such railway company shall permit its employees, agents or contractors to enter upon land under cultivation to construct fire-guards, without the consent of the owner or occupant of such land.

(*f*) Whenever the owner or occupant of such land objects to the construction of fire-guards, on the ground that the said construction would involve unreasonable loss or damage to property, the company shall at once refer the matter to the Board, giving full particulars thereof, and shall in the meantime refrain from proceeding with the work.

(*g*) No agent, employee, or contractor of any such railway company, shall permit gates to be left open or to cut or leave fences down whereby stock or crops may be injured, or do any other unnecessary damage to property, in the construction of fire-guards.

10. In carrying out the provisions of section 297 of the Railway Act, which enacts that "the company shall at all times maintain and keep its right of way free from dead or dry grass, weeds, and other unnecessary combustible matter," no such railway company or its agents, employees, or contractors shall, between the first day of April and the first day of November, burn, or cause to be burned, any ties, cuttings, debris, or litter upon or near its right of way, except under such supervision as will prevent such fires from spreading beyond the strip being cleared. The chief fire inspector or other authorized officer of the Board may require that no such burning be done along specified portions of the line of any such railway, except with the written permission or under the direction of the chief fire inspector or other authorized officer of the Board.

11. The railway company shall provide and maintain a force of fire-rangers fit and sufficient for efficient patrol and fire-fighting duty during the period from the first day of April to the first day of November of each year; and the methods of such force shall be subject to the supervision and direction of the chief fire inspector or other authorized officer of the Board.

12. The chief fire inspector shall, each year, prepare and submit to each and every railway company a statement of the measures such railway companies shall take for the establishment and maintenance of said specially organized force. Said statements among other matters may provide for—

(*a*) The number of men to be employed on the said force, their location and general duties and the methods and frequency of the patrol;

(*b*) The acquisition and location of necessary equipment for transporting the said force from place to place, and the acquisition and distribution of suitable fire-fighting tools; and

(*c*) Any other measures which are considered by him to be essential for the immediate control of fire and may be adopted at reasonable expense.

13. Whenever and while all the locomotive engines used upon any such railway, or any portion of it, burn nothing but oil as fuel, during the aforesaid prescribed period, under such conditions as the Board may approve, the Board will relieve the said railway of such portions of these regulations as may seem to it safe and expedient.

14. The sectionmen and other employees, agents and contractors of every such railway company shall take measures to report and extinguish fires on or near the right of way, as follows:—

(*a*) Conductors, engineers or trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right of way, or of a fire which threatens land adjacent to the right of way, shall report the same to the agent or persons in charge at the next point at which there shall be communication by telegraph or telephone, and to the first section employees passed. Notice of such fire shall be also given immediately by a system of warning whistles.

(*b*) It shall be the duty of the agent or person so informed to notify immediately the nearest forest officer and the nearest section employees of the railway, of the existence and location of such fire .

(*c*) When fire is discovered, presumably started by the railway, such sectionmen or other employees of the railway as are available shall either independently or at the request of any authorized forest officer proceed to the fire immediately and take action to extinguish it; provided such sectionmen or other employees are not at the time engaged in labours immediately necessary to the safety of trains.

(*d*) In case the sectionmen or other employees available are not a sufficient force to extinguish the fire promptly, the railway company shall, either independently or at the request of any authorized forest officer, employ such other labourers as may be necessary to extinguish the fire; and as soon as a sufficient number of men, other than the sectionmen and regular employees are obtained, the sectionmen and other regular employees shall be allowed to resume their regular duties.

NOTE.— Any fire starting or burning within 300 feet of the railway track, shall be presumed to have started from the railway, unless proof to the contrary is furnished.

15. Every such railway company shall give particular instructions to its employees in relation to the foregoing regulations, and shall cause appropriate notices to be posted at all stations along its line of railway.

16. Every such railway company allowing or permitting the violation of, or in any respect, contravening or failing to obey any of the foregoing regulations, shall, in addition to any other liability which the said company may have incurred, be subject to a penalty of one hundred dollars for every such offence.

17. If any employee or any person included in the said regulations, fails or neglects to obey the same, or any of them, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence.

D'ARCY SCOTT,
Assistant Chief Commissioner.

This order was printed and widely circulated, being sent to all railways subject to the Board's jurisdiction. Subsequently, in pursuance of a report of the Board's chief fire inspector, a circular was prepared under date of February 22, 1913, dealing with the proposed amendment of clause 15, in the said order No. 16570.

The following was the circular issued:—

BOARD OF RY. COM. FOR CANADA, Feb. 22, 1913.

Circular No. 108.

File 4741—Part 3. *Re* instructions to employees' regarding fire protection under order No. 16570.

DEAR SIR,—I am directed by the Board to inform you that it has under consideration the amendment of regulation 15 of order No. 16570, to read as follows:—

> Every such railway company shall give particular instructions to its employees in relation to the foregoing regulations, and shall cause such instructions to be posted and maintained at all stations, terminals and section houses along its lines of railway. Said instructions to employees shall also be included in the employees' time tables in use between April 1 and November 1 of each year. As to lines or portions of lines where in its judgment the fire danger is not material, the Board may, upon application, waive the requirements as to the posting of public notices and the inclusion of special instructions in employees time tables.

I am further directed to request that you submit to the Board in writing, within thirty days, any statement you may desire to make in this matter.

There is enclosed a tentative draft of instructions which may be used, if desired as a basis for the preparation of special instructions to employees, as required in said regulation 15 of order No. 16570. The issuance of these particular instructions is not prescribed. It is, however, considered essential that the instructions to be issued shall embody the substance of regulations 6, 7, 10, 14, and 17 of order No. 16570.

Yours truly,

A. D. CARTWRIGHT,
Secretary.

WORKING INSTRUCTIONS IN CONNECTION WTH ORDER No. 16,570 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, DATED MAY 22, 1912.

To Enginemen, Conductors, Brakemen and Firemen:

It shall be the duty of train and engine crews on freight and passenger trains, when discovering a fire on or adjoining the right of way of the railway company, to stop and use every effort to extinguish such fire. In the event of this being impracticable, either by reason of the extent of the fire or its distance from the right of way, the train shall proceed to the first telegraph station, where the conductor shall wire a report to the superintendent, giving the exact location of the fire, and the action taken by engine and train crews concerning same. It shall also be the duty of enginemen to stop and notify the first section gang passed, regarding any fire not extinguished as above.

No employee shall do or cause damage or injury to any of the fire-protective appliances on any engine; open the back dampers of any engine while running ahead, or the front dampers while running tender first; or permit fire, live coals, or ashes to be deposited on tracks or rights of way outside of yard limits, unless the same are extinguished immediately thereafter.

To Agents:

Enginemen and conductors of all trains have received instructions to report fire along the right of way and adjacent thereto, and it shall be your duty to notify the local fire-inspector of the railway Commission immediately, giving the exact location of the fire and its extent, and forthwith wire the superintendent, giving the location of the fire, the extent of the same, and any other information which may be of value, particularly as to the number of men needed to extinguish the fire.

To Roadmasters, Assistant Roadmasters, Master Carpenters, and other Officials:

In cases where fires are reported, it shall be the duty of any division official to proceed to the scene of the fire as quickly as possible and take charge of the work of fire fighting until he can be relieved by the Division Roadmaster. The man first on the ground should organize his men to do the best work possible; and, when this is done, he should immediately proceed to investigate the origin of the fire, and fix the location where it started; get statements from all witnesses, and make every effort to learn the origin and fix the responsibility. The law, as now interpreted, practically makes this company responsible for fires starting within three hundred feet of the track, unless it can be shown that the company is not responsible. It is necessary, therefore, to determine positively the origin, in order to relieve the railway company of the responsibility. The first officer on the ground should endeavour to hold a joint investigation with the local fire inspector of the Railway Commission, or other local forestry officer, and agree upon the origin of the fire. This will avoid disputes later on.

To Chief Dispatchers:

In all cases where fires are reported, it will be the duty of the dispatcher to get full information as to the extent of such fire, its location, and the number of men necessary to fight it. It will also be the duty of the dispatcher to furnish whatever train service may be required to move extra gangs, section gangs, or bridge crews, to the fire immediately, giving this movement preference if the emergency requires it.

To Sectionmen, Extra Gangs, and Bridge Foremen:

In all cases where fire occurs, it shall be the duty of all section crews, extra gangs and bridge crews to proceed immediately to such fires, and extinguish same, remaining as long as may be necessary to do this: and it must be understood that this is the most important work that can be done, and that the carrying out of your work, though it may be important, must be set aside until the fire is extinguished. The section foreman on whose section the fire occurs, shall, in the absence of an official of the company, make a thorough investigation regarding the origin of the fire, and submit a full report to the roadmaster.

Between April 1 and November 1, no ties, cuttings, debris, or litter upon or near the right of way shall be burned, except under such supervision as will prevent such fire from spreading beyond the strip being cleared. Officers of the Railway Commission may require that no such burning be done along specified portions of the line, except with the written permission or under the direction of such officer.

Penalty—(Reg. 17, Order 16570):

'If any employee or other person included in the said regulations, fails or neglects to obey the same, or any of them, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence.'

As soon as replies are received to the circular the matter will come before the Board for further consideration.

FLAG STATIONS.

The Board has already dealt with this question by order No. 9160, dated January 6, 1910, which has been in force, as the date would indicate, a matter of some three years. The question, however, of whether or not a reduction should be made in the amount fixed by subsection four of the said order having been raised, the following circular was sent out under date of February 4, 1913, to all railway companies subject to the Board's jurisdiction:—

BOARD OF RY. COM. FOR CANADA, February 4, 1913.

Circular No. 105.

File 4205, Case 871, Flag Station.

DEAR SIR,—I am directed to inform you that at the sittings of the Board to be held in Ottawa on Tuesday, March 4, 1913, all railway companies subject to the jurisdiction of the Board will be required to show cause why clause 4 of the Board's Flag Station Order No. 9160, dated January 6, 1910, should not be amended so that the average earnings referred to in line 5 of said clause be $12,000, instead of $15,000, as at present.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

At the hearing referred to on March 4, 1913, after hearing counsel for the railway companies most directly interested, the Board decided to allow the order, as at present

in force to stand, but at the same time requested that certain information be furnished by the railway companies to the Board, and accordingly the following circular was issued:—

BOARD OF RY. COM. FOR CANADA, April 1, 1913.

Supplement No. 1 to Circular No. 105.

File 4205, Case 871, *re* Flag Stations.

DEAR SIR,—This matter came up for hearing at a sittings of the Board at Ottawa, Tuesday, March 4, when railway companies were required to show cause why clause 4 of the Board's Flag Station Order No. 9160, dated January 6, 1910, should not be amended so that the average earnings referred to in line 5 of said clause be $12,000 instead of $15,000, as at present.

The Board desires the following statistical information in connection with this matter:—

(1.) A statement of the stations where agents were put in in the year 1912 by the railway companies of their own volition.

(2.) A statement as to the amount of traffic, both freight and passenger, at each such station when the agent was installed.

(3.) Information as to the number of passengers, if possible, and also carload business as distinguished from L.C.L., showing the comparative volume as well as the income arising therefrom.

Will you please see that this information is obtained and forwarded to me without delay.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

As soon as replies have been received to this circular the matter will again come before the Board for consideration.

HIGHWAY CROSSING SIGNALS.

This matter has already been under the consideration of the Board, and an order was issued dated February 7, 1911, (order No. 12915) dealing with the question of specifications for the installation of electric bell signals at highway crossings. The matter has been the subject of further consideration at the hands of the Board's electrical engineer and its chief engineer, who have recommended certain changes in the said general order No. 12915. The Board, having given the matter further consideration, decided to issue a new order superseding general order No. 12915, and the following order was issued and sent to all railways subject to the Board's jurisdiction:—

General Order No. 96. File No. 15382.

It is Ordered:

1. That until further notice the specifications for signals at highway crossings are and shall be as follows:—

Post.—The signal must be placed upon a post of suitable structural material. If the post is made of wood, it must be of sound timber not less than 8 by 8 inches and 18 feet long, and shall be firmly set in the ground to a depth of four feet. If it is made of iron or steel, it shall be not less than 4 inches in diameter, shall extend at least twelve feet above the ground, and shall be firmly bolted to a concrete or other foundation constructed below the frost line.

Bell.—A bell which shall emit a clear, loud volume of sound under all weather conditions must be used.

Sign.—A sign shall be placed on the same post as the bell with the word 'danger' upon it in letters not less than 6 inches in length, to be illuminated, so as to be plainly visible after sunset. There may be added to the post, if so desired, the railway crossing sign provided for by section 243 of the Railway Act.

Operation.—The bell and the illumination of the sign shall be controlled and operated automatically by the approach of trains, in such manner that only approaching trains shall operate the signal.

2. That any order of the Board providing for installation of a highway crossing signal and referring to "Standard specifications for highway crossing signals" be deemed as intended as a reference to the specifications herein approved and adopted.

3. That the said "Standard specifications for highway crossing signals" come into force the day of the date of this order, and apply to all highway crossing signals hereafter installed.

4. That the general order of the Board No. 12915, dated February 7, 1911, approving specifications for the installation of electric bell signals at highway crossings, be, and it is hereby, rescinded.

D'ARCY SCOTT,
Asssitant Chief Commissioner.

LOCOMOTIVE ENGINES IN INTERNATIONAL TRAFFIC.

In connection with the handling of engines engaged in international traffic, the Board, having had the matter under the consideration of its operating officers, decided to issue a circular to the railways under the Board's jurisdiction, calling attention to certain requirements of the Board in regard to United States' engines running in international service. The following is the circular issued:—

BOARD OF RY. COM. FOR CANADA, OTTAWA, May 29, 1912.

Circular No. 88.

File 16513, Part 3, Locomotive
Engines in international traffic.

In view of the requirements of the Interstate Commerce Commission as regards the handling and care of locomotive boilers being uniform with requirements of the Board of Railway Commissioners for Canada, it has been decided that the following be the requirements of this Board regarding United States engines running in international service:

1. That the condition of the locomotive be such as to permit its operation under the boiler inspection rules approved by the Board of Railway Commissioners for Canada.

2. That a copy of form No. 1, or form No. 2, as required by the Interstate Commerce Commission rules and regulations, properly filled out, be placed under glass in the cab of the locomotive.

3. That not less than once each month, and within ten days after each inspection a report on inspection form No. 1, be filed with the chief operating officer of the Board of Railway Commissioners for Canada.

4. That a specification card, as called for by the rules and regulations of the Interstate Commerce Commission, be filed with the chief operating officer of the Board of Railway Commissioners for Canada.

5. That on withdrawal of a locomotive from operation in Canada, a notification card be sent to the chief operating officer of the Board of Railway Commisioners for Canada; such notification card not to relieve the railway company from making inspections, test, etc., and filing reports covering the period during which such engine operates in Canada.

6. That monthly and annual reports which are filed with the chief operating officer of the Board of Railway Commissioners for Canada be on forms as required by the United States locomotive boiler inspection rules or forms required by the Board of Railway Commissioners for Canada.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

HEATING OF PASSENGER CARS.

The question of the heating of passenger cars is one that was brought to the attention of the Board in connection with complaints filed with it in this respect against certain railway companies, and the Board, at the suggestion of its chief operating officer, issued on June 11, 1912, the following circular to all railway companies subject to its jurisdiction:—

BOARD OF RY. COM. FOR CANADA, OTTAWA, June 11, 1912.

Circular No. 90.

File 19996, Heating of Passenger Cars.

You are hereby requested to prepare and forward to the Board within sixty days of the receipt of this circular, a statement showing the number of passenger cars on your system heated by stoves, and to what service assigned.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

The Board expects that the information furnished in reply to this circular will be useful to its officials in dealing with future complaints that may be filed with it.

SIGNALS AT HIGHWAY CROSSINGS.

The Board's attention having been called by its operating department to the failure of enginemen to whistle for crossings as required by sections 274 and 392 of the Railway Act, the following circular, dated June 20, 1912, was issued to all railway companies subject to the Board's jurisdiction:—

BOARD OF RY. COM. FOR CANADA, OTTAWA, June 20, 1912.

Circular No. 91.

Signals at Highway Crossings, File 19837.

It has been brought to the Board's attention that section 274 of the Railway Act, quoted herewith, is not in every instance being complied with by enginemen:—

Section 274.—"When any train is approaching a highway crossing at rail level the engine whistle shall be sounded at least eighty rods before reaching such crossing, and the bell shall be rung continuously from the time of the sounding of the whistle until the engine has crossed such highway.

"(2) This section shall not apply to trains approaching such crossing within the limits of cities or towns where municipal by-laws are in force prohibiting such sounding of the whistle and ringing of the bell."

Non-compliance with the above-mentioned section of the Act is a serious matter, and unless action is taken by your company to insure the law being

complied with, the Board will be compelled to take action under section 391 of the Act, reading as follows:—

Section 391.—"The company shall incur a penalty of eight dollars if, when any train of the company is approaching a highway crossing at rail level—

"(*a*) the engine whistle is not sounded at least eighty rods before reaching such crossing; and

"(*b*) the bell is not rung continuously from the time of the sounding of the whistle until the engine has crossed the highway.

"(2) The company shall also be liable for all damage sustained by any person by reason of any failure or neglect to so sound the whistle or ring the bell.

"(3) This section shall not apply to trains approaching such crossings within the limits of cities or towns where municipal by-laws are in force prohibiting such sounding of the whistle and ringing of the bell."

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

The Board expresses the hope that the circular will have the desired effect of causing the enginemen to pay close attention to the requirements of the Railway Act in this important particular. The Board feels that every precaution should be taken in this respect to prevent the possibility of accidents at level crossings.

Re MOTOR CARS.

Complaint having been made to the Board that motor cars on railways were not furnished with whistles or bells, the Board, on October 2, 1912, issued the following circular to all railway companies subject to its jurisdiction:—

BOARD OF RY. COM. FOR CANADA, October 2, 1912.

Circular No. 92. File 20350. Re Motor Cars.

DEAR SIR,— I am directed to ask that you advise me within thirty (30) days from the date of this circular, how many motor cars your company has in use, showing the weight and speed of each car.

Yours truly,

A. D. CARTWRIGHT,
Secretary.

Practically all of the railway companies have filed replies to the circular, which are now on file with the Board for future reference and for any action that the Board may deem desirable in connection with this matter.

EQUIPMENT OF ELECTRIC CARS WITH AIR BRAKES.

This matter is one that has on a previous occasion engaged the attention of the Board. Order No. 10462, dated May 3, 1910, was issued directing that on or before June 1, 1911, all electric railway companies under the Board's jurisdiction should equip their rolling stock as therein specified with power brakes to be approved by the

Board, in addition to hand brakes and proper standing appliances. The time within which the work should be completed was extended until February 1, 1912.

Subsequently on November 6, 1912, at the suggestion of the Board's operating department, the following circular was sent to all electric railway companies subject to the Board's jurisdiction:—

BOARD OF RY. COM. FOR CANADA, OTTAWA, NOV. 6, 1912.

Circular No. 95.

File 9610.—Equipment of Electric Cars with Air Brakes.

I am directed to ask that all electric railway companies subject to its jurisdiction, furnish the Board with a statement showing the condition of their equipment at present, so far as power brakes are concerned.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

When information is received from all the companies the matter will receive further consideration at the hands of the Board.

LOCATION OF EMERGENCY VALVE ON PASSENGER EQUIPMENT.

The Board's chief operating officer having called attention to the fact that there was no uniform nor standard place where the emergency valve in passenger equipment on railways might be found, and suggesting the standardizing of the position of the emergency valve as being one of considerable importance. The Board, on December 27, 1912, issued the following circular:—

BOARD OF RY. COM. FOR CANADA, December 27, 1912.

Circular No. 101.

File 21174, Location of Emergency Valve on Passenger Equipment.

DEAR SIR,—I am directed to inform you that at the sittings of the Board to be held in Ottawa on Tuesday, January 7, 1913, the Board will consider the advisability of standardizing the position of the emergency valve on passenger equipment in use by steam railways subject to the jurisdiction of the Board.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

The matter came before the Board for consideration at its sittings held in Ottawa on January 7, 1913, in the presence of counsel for the leading railway corporations and the Board decided, after hearing full discussion in the matter, not to take any action.

SHARP FLANGE WHEELS ON LOCOMOTIVES AND TENDERS.

The inspector of the Board's operating department having reported a number of locomotives with sharp flange wheels, and the Board being of the opinion that more attention should be given by officials of railway companies to the inspection of wheels, the following circular was issued, in accordance with the report of the Board's chief operating officer:—

SESSIONAL PAPER No. 20c

BOARD OF RY. COM. FOR CANADA, January 18, 1913.

Circular No. 102.

SHARP FLANGE WHEELS ON LOCOMOTIVES AND TENDERS.

The Board's inspectors are reporting quite a number of locomotives in service with sharp flanges on wheels of both locomotives and tenders, flanges in many instances being worn down to and below the Master Car Builders' standard allowance gauge.

Some of these locomotives are running on fast passenger trains; and while it is expected that freight cars may sometimes be found with flanges on wheels in the condition described above, it does not seem reasonable or safe to allow locomotives in service with wheel flanges worn so badly that they would not be accepted on cars at interchange points.

The Board would therefore urge upon you the importance of issuing to those in charge of the motive power on your lines of railway such instructions as will ensure change of wheels before flanges are so badly worn as to come under the M.C.B. standard defect gauge.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

The Board trusts that this circular will have the desired effect, and do away with cause for further complaint in this connection.

INJURIES TO ENGINEMEN THROUGH DERAILMENT WHILE RUNNING ENGINES TENDER FIRST.

The attention of the Board having been called by its chief operating officer to the number of injuries to enginemen, in some cases fatal, due to engines being derailed while running tender first, and considering the matter as one calling for serious consideration by the Board, the Board issued, under date of January 3, 1913, the following circular in the matter:—

BOARD OF RY. COM. FOR CANADA, January 3, 1913.

Circular No. 103.

File 21173. Injuries to Enginemen through Derailment while running engine tender first.

The Board has been impressed with the number of injuries to enginemen (in some cases fatal) apparently due to engines being run tender first at excessive rates of speed; and hence the Board directs that all steam railways subject to the jurisdiction of the Board issue instructions requiring that engines running tender first "other than suburban tank engines equipped with pilot on tender," shall not exceed a speed of twenty miles per hour, and that a copy of such instructions be filed with the Board.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

This circular was sent to all railway companies subject to the Board's jurisdiction. The Board has received a large number of replies in response to the said circular, enclosing copies of instructions issued to railway companies' employees in accordance therewith.

It should be stated that the Canadian Pacific Railway Company had already issued in this connection a circular regulating the speed of engines while running tender first, under date of November 11, 1912.

PROTECTION TO CAR REPAIRERS WHILE AT WORK ON REPAIR TRACKS.

The Board's attention having been directed by the chief operating officer to the fact that a number of accidents have occurred to car repairers while engaged in repairing tracks, and the allegation having been made in each case investigated, that the car repairers took the necessary precaution to protect themselves by setting out a blue flag, the Board decided, with the end in view of protecting car repairers, to send out the following circular, so that the matter might be fully discussed at a meeting of the Board:—

BOARD OF RY. COM. FOR CANADA, November 12, 1912.

Circular No. 98.

File 20847. Protection to car repairers while at work on repair tracks.

The Board's attention has been called to several accidents which have recently taken place wherein car repairers have met with serious injury while working on repair tracks, and I am directed to state that all railway companies subject to the jurisdiction of the Board will at the sittings to be held in Ottawa on Tuesday, December 3, 1912, be called upon to speak to the question of providing more efficient protection to car repairers working on repair tracks and to ask the companies to be prepared with suggestions and for general discussion of the question on that date.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

The matter accordingly came up for discussion at the sittings of the Board on the 3rd of December in Ottawa, in the presence of representatives for the railway employees and counsel for the railway companies interested, and the Board, after hearing all parties, reserved judgment. On the 9th of January the Board issued the following circular letter to all railway companies subject to its jurisdiction:—

BOARD OF RY. COM. FOR CANADA, January 13, 1913.

Supplement No. 1 to Circular No. 98.

File 20847. Protection to car repairers while at work on repair tracks.

I am directed by the Board to ask that railway companies subject to the Board's jurisdiction file, within sixty days, a statement giving the name of each point at which car repairers are located, and explaining the manner in which car repair tracks at such points are now protected.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

In response to this circular a number of replies have been received from the railway companies. The further consideration of the matter by the Board's operating department resulted in the Board's sending out the following circular under date of the 17th of March:—

SESSIONAL PAPER No. 20c

Board of Ry. Com. for Canada, March 17, 1913.

Supplement No. 2 to Circular No. 98.

File 20847. Protection to car repairers.

Dear Sir,—This matter was the subject of a general discussion at a sittings of the Board held at Ottawa on December 3 last.

The present practice of using a flag for protection purposes is considered very unsatisfactory and a simple device, as set forth in the attached diagram, has been suggested for use. This could be made of light steel, or wood, made so as to fold up, and when opened up can hang on the ladder rungs by hooks, as shown by sketch "A" on the sketch. The disk could project eighteen inches beyond the car and be ten inches in depth, with a hook on the bottom side for hanging a lantern for night use. This disk would not be subject to the caprice of the wind as a flag would, and would be readily discernable for the full length of any ordinary train. Furthermore, as it can be so easily applied, there will be no excuse for failure of employees to neglect its use.

The Board will be glad if the railway companies will give this suggestion careful consideration and let the Board have their views thereon as early as possible.

Yours truly,

A. D. Cartwright,
Secretary.

As soon as replies have been received to the above circular, the matter will then come before the Board for further consideration.

PROTECTION OF RAILWAY EMPLOYEES.

As already stated, this is a matter that has received previous attention at the hands of the Board, and in connection with which an order has been issued under date of November 9, 1910 (Order No. 12225).

In connection with clause 1 of subsection *d* of section 8 of this order, the Board's operating department being of the opinion that in a good many cases the order has not been complied with, the Board, under date of December 3, 1912, decided to issue the following circular:—

Board of Ry. Com. for Canada, December 3, 1912.

Circular No. 100.

File 1750.18—Order No. 12225.
Protection of railway employees.

I am directed by the Board to call the attention of the railway companies subject to its jurisdiction, to the requirements of clause 1, sub-section "*d*," section 8, of order No. 12225, whereby—

> "Semaphores, signals, poles, or high or intermediate switchstands shall, within two years from the date of this order (November 9, 1910) be either removed or changed so that the same shall not be nearer than six feet from the gauge side of the nearest rail; or high and intermediate switchstands shall be changed to low or dwarf switchstands;"

and to ask that you advise, within thirty days of the receipt of this circular, what action has been taken towards carrying out the said order of the Board.

By order of the Board.

A. D. Cartwright,
Secretary.

A number of replies have been filed in response to this circular, and the matter is now receiving the attention of the Board.

JUDGMENTS OF THE BOARD.

The summary of the principal judgments of the Board prepared by the law clerk, Mr. A. G. Blair, will be found under Appendix "C."

ROUTINE WORK OF THE BOARD.

RECORD DEPARTMENT.

Since the publication of the last Annual Report of the Board the following additions have been made to the clerical staff of this department: J. P. Carruthers, F. A. Edwards, and J. V. Lajoie, clerks. The increase in the staff was rendered necessary to keep pace with the increasing work of the Board. A table is given below setting forth the number of applications, informal complaints, filings and letters received during the year ending March 31, 1913, together with the number of orders issued.

Number of applications made	4,842
" informal complaints made	909
Total number of files made during the year	5,751
" " previous year	6,084
Decrease	333
Number of files received during the year	44,570
" " previous year	46,736
Decrease	2,176
Number of letters sent during the year	37,773
" " previous year	36,166
Increase	1,607
Number of Orders issued during the year	2,785
" " previous year	2,871
Decrease	86

Under Appendix 'J' will be found a table classifying the applications, complaints, &c., made to the Board under the various sections of the Railway Act, compiled by Mr. F. R. Demers, clerk in charge of the Statistical Branch.

INFORMAL COMPLAINTS.

Attention is again directed to the number of informal complaints dealt with by the Board, of which there were 909 received for the year ending March 31, 1913, as compared with 787 for the year ending March 31, 1912, an increase of 122 for the year. A detailed statement of these complaints, disposed of without a formal hearing by the Board, will be found under Appendix 'A.'

GENERAL ORDERS AND CIRCULARS OF THE BOARD.

Under Appendix 'L' will be found the general orders and circulars of the Board, issued for the year ending March 31, 1913. In addition to this a pamphlet has been prepared by Mr. A. E. Ecclestone, Chief Clerk of the Secretary's Department, covering all the general orders and circulars of the Board from its inception to November 1, 1912, carefully indexed under subjects and numbers, which it is to be hoped will be found useful to all who have occasion to refer to the Board's general orders and circulars. This pamphlet will be revised from time to time as occasion requires.

SECRETARY'S DEPARTMENT.

The following changes have taken place since the publication of the last Annual Report in connection with the staff of the Secretary's Department:—

Mr. R. W. Empey resigned, his place being filled by the appointment of P. Hollington.

Mr. R. J. White was transferred to the Fire Inspection Department of the Board, Mr. J. Timmins being appointed in his place.

Miss E. H. Barber was transferred to the Engineering Department of the Board at Calgary, Alta., and the vacancy created was filled by the appointment of Miss C. L. Gamble.

Miss M. Vaughan was transferred to act as secretary and stenographer to Commissioner McLean, the vacancy created being filled by the appointment of Mrs. L. Murphy.

Miss E. MacGuire, who has been temporarily employed by the Board, has been permanently taken on the staff.

TRAFFIC DEPARTMENT.

In connection with this department, the following changes have taken place during the year:—

Mr. C. M. B. Chapman resigned his position on the 31st of December, 1912, the vacancy thus created being filled by the appointment of Mr. A. B. Drum, as clerk, under Order in Council, dated February 6, 1913.

The statement of the freight and passenger tariffs and express schedules filed with the Board between April 1, 1912, and March 31, 1913, will be found in conjunction with the report of the Chief Traffic Officer of the Board under Appendix "B."

ENGINEERING DEPARTMENT.

It having been found necessary to employ stenographic help for Assistant Engineer A. T. Kerr, stationed at Calgary, Miss E. A. H. Barber was transferred from Ottawa to Calgary. Miss Barber's services were also required in connection with the operating officer of the Board stationed at Calgary.

The list of examinations and inspections made by the Engineering Department during the year ending March 31, 1913, will be found under Appendix "F."

OPERATING DEPARTMENT.

The Board has found it necessary in connection with the effective carrying on of the Operating Department, to make a considerable number of additions to the number of inspectors, the work in this department having greatly increased during the past year. The following additional appointments were made:—

Mr. A. E. Hudson, as locomotive inspector, under Order in Council, dated May 3, 1912.

Mr. L. D. Gillett, as locomotive inspector, under Order in Council, dated May 3, 1912.

Mr. J. Gardner, as locomotive inspector, under Order in Council, dated May 3, 1912.

Mr. Tiffin Harris, as inspector, under Order in Council, dated May 3, 1912.

It will be noted that the extent of territory covered by the Operating Department is large and that in order to efficiently carry out the work of the department a large and efficient staff is necessary. The following further additions were made to the clerical staff:—

Mr. T. G. Brittain, as clerk, transferred from the Record Department of the Board.

Mr. T. E. Dunsmore, as clerk.

Mr. C. M. Parker, as clerk, to fill the vacancy created by the resignation of Mr. N. F. O'Connor.

Miss M. H. Scroggie, as stenographer, in connection with the Toronto branch of the Operating Department.

The report of the Chief Operating Officer of the Board for the year ending March 31, 1912, will be found under Appendix "F."

FIRE INSPECTION DEPARTMENT.

A special Fire Inspection Department has been organized in connection with the Board, following the issuance of order 16570, and as a result of a co-operative arrangement entered into with the Commission of Conservation. On January 1, 1913, Mr. Clyde Leavitt was appointed chief fire inspector to the Board, by Order in Council, he having served temporarily in that capacity since May, 1912. On February 6, 1913, Mr. H. C. Johnson was appointed fire inspector, to assist the chief fire inspector in supervising the work of the department from the Ottawa office. Mr. R. J. White was appointed on the 3rd of February, 1913, chief clerk in the department, he having been transferred from the Secretary's Department. Arrangements have also been entered into with the Forestry and Fire Protection branches of the Dominion and Provincial Governments whereby certain officials of said Forestry and Fire Protection branches have been appointed fire inspectors on the Board's staff, without expense to the Board. The department, as will be readily seen by reference to the report of the chief fire inspector under Appendix "H," is an important one, and the amount of territory covered is very large. This may necessitate some further additions to this department of the Board's staff in order to effectively carry on the work of the department.

OBITUARY.

Since the publication of the last Annual Report the Board has sustained a great loss in the death of the Honourable James Pitt Mabee, K.C., Chief Commissioner, who was stricken down with an attack of appendicitis while presiding at a sittings of the Board in Toronto, on the 29th of April, 1912, and died after a brief illness, at the early age of fifty-two. In his untimely death, not only this Board, but the country at large have been deprived of the valued services of one who, from his desire to deal fairly with all parties, his quick insight into matters submitted for the Board's consideration, and his commonsense methods in dealing with all such matters had achieved an enviable position with all classes throughout the Dominion. While appreciating the necessity of certain rules of evidence and precedents in courts, he never permitted legal technicalities to stand in the way of what, in his judgment, he considered fair, right and just in the interests not only of individuals and associations having recourse to the Board for interpretation of their rights, as against railway corporations, but in the case of railway corporations themselves, where their rights, he felt, should be protected against unreasonable or unjust demands. He, like his predecessor, the Honourable Mr. Killam, brought with him to the Board a valuable experience gained on the Bench, which proved of great assistance in the administration of his duties as Chief Commissioner. The Board feels that it is difficult to express in fitting language a just appreciation of his services and of the loss sustained. The vacancy caused by his death was filled on the 29th day of June, 1912, by the appointment of Henry Lumley Drayton, K.C., who resigned office as counsel for the city of Toronto to become Chief Commissioner to the Board.

APPENDIX "A."

LIST OF COMPLAINTS FILED WITH THE BOARD OF RAILWAY COMMISSIONERS, YEAR ENDING MARCH 31, 1913.

2927. Lack of a permanent agent at Meota, Sask., on the Canadian Northern railway.

2928. Increased rate on pressed brick from Bradford, Pennsylvania, to Windsor, Ont.

2929. Excessive freight charges on machinery shipped from Rutland, Vt., to Calgary, Alta., via the Canadian Pacific railway.

2930. Refusal of the Quebec Oriental Railway Company to accept for shipment two cars of potatoes at New Carlisle, Que.

2931. Excessive speed of the Canadian Pacific Railway Company's trains passing along Main street in the city of Kamloops, B.C.

2932. Dangerous level crossing over the Canadian Pacific railway, near the station at Sturgeon Falls, Ont.

2933. Dangerous level crossing over the Grand Trunk railway at Erie street, Stratford, Ont.

2934. Failure of the Atlantic and Lake Superior Railway Company to run trains between New Carlisle and Grand River for thirteen days.

2935. Canadian Pacific Railway Company, for diverting to the Dominion Express Company, after accepting it for shipment by freight, a box of personal effects from St. Agathe, Que., to Saskatoon, Sask.

2936. Refusal of the Canadian Pacific Railway Company to accept a shipment of lumber loaded in one of their cars, at Shawville, Que., billed to Russell, Ont., on the Ottawa and New York railway.

2937. Blocking of a farm crossing at Huntingdon, Que., by the Grand Trunk and New York Central and Hudson River Railway Companies.

2938. Delay of the Canadian Northern Railway Company in settling for right of way and damages caused on complainant's farm at Blackfalds, Alta.

2939. Refusal of the Canadian Pacific Railway Company to compensate complainant for horses killed on their line near Marquis, Sask.

2940. Refusal of the Esquimalt and Nanaimo Railway Company to handle private coal cars over their main line.

2941. Delay of a railway company in settling claim for a refund on a shipment of lumber from Bracebridge to Sheddon, Ont.

2942. Canadian Pacific Railway Company, for not furnishing cars for grain at C.N.R. elevator, Port Arthur, necessitating grain being loaded in C.N.R. cars to Fort William and then transhipped to C.P.R. cars at the latter point.

2943. Dangerous level crossing over the Canadian Pacific railway at Chambers street, Smiths Falls, Ont.

2944. Dangerous level crossing over the Toronto, Hamilton and Buffalo railway just west of station at Vinemount, Ont.

2945. Dangerous level crossing over the Toronto, Hamilton and Buffalo railway about two hundred yards west of the station at Vinemount, Ont.

2946. Defective fencing on the line of the Temiscouata Railway Company in the vicinity of Clair, N.B.

2947. Delay to a shipment of grain from Kenaston, Sask., to Hillsburg, Ont., via the Canadian Northern and Canadian Pacific railways.

2948. Refusal of the Canadian Pacific Railway Company to change location of a farm crossing at Griffin, Sask.

2949. Dangerous level crossing over the Grand Trunk railway, one mile south of Londesborough, Ont.

2950. Failure of the Canadian Northern Railway Company to supply cars for loading grain at Fenton, Sask.

2951. Freight charges on a carload of settler's effects, including an automobile, shipped from Flesherton, Ont., to Griffin, Sask., via the Canadian Pacific railway.

2952. Lack of proper station accommodation at Cote St. Louis, on the line of the Canadian Pacific Railway Company.

2953. Shortage of cars on the Waltham branch of the Canadian Pacific Railway Company for hay shipments to points in the United States.

2954. Removal of cattle guards and planks at crossings during the winter months, by the Canadian Pacific Railway Company, in the vicinity of Fillmore, Sask.

2955. Alleged excessive charge by the Canadian Express Company on a shipment of envelopes from Toronto, Ont., to Montreal, Que.

2956. Refusal of the Canadian Northern Railway Company to fence right of way on their Brazeau branch, through complainant's farm in the southeast quarter of section 28-38-21, W. 4 M., B.C.

2957. Insufficient car supply of the Grand Trunk Railway Company, for the shipment of hay from the district of Ste. Martine, Que.

2958. Tolls charged by the Canadian Pacific Railway Company for switching traffic, in carloads, originating at, or destined to, points on the Grand Trunk, Quebec Central and Intercolonial railways between the ferry dock and tracks and sidings in the city of Quebec, Que.

2959. Order of the Board, with regard to railway companies not accepting milk cans, filled or empty, of less than eight gallons' capacity.

2960. Bell Telephone Company's objection to the centralizing of a telephone system at Laird, Ont.

2961. Train service and equipment on the Grand Trunk railway between Port Covington and Montreal.

2962. Refusal of the Canadian Pacific Railway Company to compensate complainant for loss of cow killed on their right of way at Bow Island, Alta., owing to lack of cattle-guard protection.

2963. Refusal of the Canadian Pacific Railway Company to allow complainant to use space near spur at Arden Station, Ont., for piling purposes.

2964. Dangerous level crossing over the Grand Trunk railway at Thornton, Ont.

2965. Dangerous level crossing over the Grand Trunk railway at Thornton, Ont.

2966. Dangerous level crossing over the Grand Trunk railway at road between lots 4 and 5, directly east of the station at Winona, Ont.

2967. Tolls charged by the Canadian Pacific Railway Company for switching traffic in carloads, between the ferry dock and tracks and sidings in the city of Quebec, Que.

2968. Damage caused to farm land in the vicinity of Rainy River, Ont., owing to the construction of the Canadian Northern Railway Company's right of way blocking the ditches, etc.

2969. Inadequate station accommodation of the Grand Trunk Railway Company at Hensall, Ont.

2970. Unsatisfactory service of the American Express Company at Welland, Ont.

2971. Canadian Express Company's rate on shoes, Georgetown, Ont., to Winnipeg, Man., being higher than the Dominion Express Company's rate from a competitive point eight miles farther away.

2972. Cancellation of arrangement whereby night press despatches from St. John, N.B., to Yarmouth, N.S., were transmitted by the Western Union Telegraph

Company in the morning, at night rates, owing to the office at Yarmouth being closed at night.

2973. Grand Trunk Railway Company's station at Beauharnois, Que., not being kept warm during the winter months.

2974. Damage to land by the Canadian Pacific Railway Company in the north-west quarter of section 16-2-23, W. 4 M., Alta.

2975. Lack of a night lettergram service by the Grand Trunk Pacific Telegraph Company at Wainwright, Alta.

2976. Dangerous level crossing over the Grand Trunk railway one mile east of station at Newcastle, Ont.

2977. Refusal of the Esquimalt and Nanaimo Railway Company to settle claims for cattle killed on their right of way in the district of Coombs, B.C., where they have no fences.

2978. Practice of the Canadian Northern and Grand Trunk Pacific Railway Companies of ballasting up their lines without lengthening out the grades to same at road crossings, in the province of Alberta.

2979. Inadequate station accommodation provided by the Canadian Pacific Railway Company at Salmon Arm, B.C.

2980. Alleged excessive express charges from Montreal, Que., to Charlottetown, P.E.I.

2981. Dangerous level crossing over the Grand Trunk railway east of the village of Jordon, Ont.

2982. Unsatisfactory car supply of the Canadian Pacific Railway Company at Galloway, B.C.

2983. Canadian Northern Railway Company taking possession of property in block G, St. Boniface, Man., without notifying owner.

2984. Unsatisfactory train service provided by the Grand Trunk Railway Company between Valleyfield and Montreal, Que.

2985. Tolls charged by the Canadian Pacific Railway Company for switching traffic in carloads from Pointe à Carey wharf to lumber yard at St. Malo, Que.

2986. Delay of the Grand Trunk Pacific Railway Company in settling claim for cattle killed on their right of way in the vicinity of Austin, Man.

2987. Delay at West Fort, Ont., to a car of oats shipped from Knox, Man., to Guelph, Ont., via the Grand Trunk Pacific and Canadian Pacific railways.

2988. Bell Telephone Company charging a full year's rent for the temporary installation of an extension telephone, at Brantford, Ont.

2989. Dangerous level crossing over the Michigan Central railway at East street, Springsfield, Ont.

2990. Condition of crossings and culverts of the Atlantic, Quebec and Western Railway Company in the municipality of Grande Rivière, Que.

2991. Alleged excessive rate quoted by the Canadian Pacific Railway Company on a car of drygoods, &c., from Kelowna, B.C., to Calgary, Alta.

2992. Canadian Northern Ontario Railway Company, for not providing drainage at lot 31, three miles west of Belleville, Ont.

2993. Lack of a permanent station agent at Otthon, Sask., on the Grand Trunk Pacific railway.

2994. Location of the Canadian Northern Ontario railway across the road between concessions 2 and 3, township of Torbolton, Ont.

2995. Delay on the Grank Trunk railway to a car of flour shipped from Brantford, Ont., to Ste. Henedine, Que.

2996. Closing of a private crossing over the Michigan Central railway at Cornell, Ont.

2997. Shortage of grain cars at Cayley, Alta., on the line of the Canadian Pacific Railway Company.

2998. Dangerous level crossing over the Grand Trunk Railway Company's Toronto-North Bay line, north of the village of Burks Falls, Ont.

2999. Delay of the Canadian Northern Railway Company in settling for right of way through complainant's land in section 6-30-9, W. 3. M., Sask.

3000. Grand Trunk Railway Company's method of handling freight shipments from Toronto, Ont.

3001. Grand Trunk Railway Company's tariffs C.R. 103 and C.R. 111, which do not provide for refund on less than carload shipments of apples.

3002. Siding accommodation, condition of station, &c., of the Central Vermont Railway Company at Stone, Que.

3003. Refusal of the Canadian Car Service Bureau to acknowledge complainants' claim for a refund of demurrage charges on a car of lumber at Montreal, Que.

3004. Condition of right of way of the Midland Railway Company in the municipality of East Hants, N.S.

3005. Dangerous level crossing over the Canadian Pacific railway at Peterboro street, Norwood, Ont.

3006. Lack of fencing along the Grand Trunk Railway Company's spur to the premises of the Oneida Lime Company, in the township of North Cayuga, Ont.

3007. Freight rate on beer in carloads from La Crosse, Wis., to Calgary, Alta., as compared with rate from Winnipeg and Toronto to same point.

3008. Condition of ditches, bridges and culverts of the Grand Trunk Railway Company near their station at Bulstrode, Que.

3009. Dangerous level crossing over the Grand Trunk railway at road between lots 8 and 9, township of Murray, Ont.

3010. Dangerous level crossing over the Grand Trunk railway at road between lots 12 and 13, township of Murray, Ont.

3011. Dangerous level crossing over the Grand Trunk railway at the subway leading from the township of Murray and the village of Frankford to the town of Trenton, Ont., a short distance east of the said railway company's station at Trenton.

3012. Refusal of the Canadian Northern Railway Company to release an automobile at Rosetown, Sask., until the duty has been paid on another automobile in the same car, which does not belong to complainant.

3013. Proposed change in location of the New York Central and Hudson River Railroad Company's station at Maple Grove, Que.

3014. Alleged discrimination by Canadian railway companies in rates on sugar to points in the western provinces, in favour of eastern refineries.

3015. Lack of a transfer track between the Canadian Pacific and Canadian Northern railways at Bienfait, Sask.

3016. Lack of fencing on the Canadian Pacific Railway Company's right of way in the vicinity of Bigwood station, Parry Sound District, Ont.

3017. Lack of a through rate from Dalkenham, Wash., to Glenavon and Kipling, Sask., over the Canadian Pacific and Canadian Northern railways.

3018. Refusal of the Canadian Pacific Railway Company to furnish complainant with siding accommodation at Montreal, Que.

3019. Refusal of the Grand Trunk Railway Company to deliver shipment of household goods to complainant's residence in the city of Toronto, Ont.

3020. Refusal of the Great Northern Railway Company to stop their train, leaving Vancouver at 4 p.m., at Crescent, B.C.

3021. Refusal of the Canadian Pacific Railway Company to settle claim for refund of dockage charges on three cars of wheat.

3022. Refusal of the Canadian Pacific Railway Company to settle claim for loss sustained on car of wheat shipped from Winnipeg to Fort William, owing to decrease in value on account of delay in transit.

3023. Delay on the Canadian Pacific railway to a shipment of feed flax from Rouleau, Sask., to Fairmount, Sask.

3024. Delay in getting shipments out of bond at Belleville, Ont., owing to the Grand Trunk Railway Company not getting the manifests in at the time of receipt of goods.

3025. Alleged excessive rate charged on coal by the Canadian Pacific Railway Company, from Suspension Bridge to Islington, as compared with rate to Toronto, Ont.

3026. Delivery at Truro, N.S., by the Intercolonial railway, of two automobiles, shipped from Windsor, Ont., without original bill of lading, resulting in shippers being unable to collect amount of draft.

3027. Delay on the Grand Trunk railway to hay shipments consigned to complainant at Townley, New Jersey, Lehigh Valley delivery, routed via Cobourg.

3028. Alleged excessive rates charged by the Canadian and American Express Companies on fruit shipments from Fenwick, Ont., to Ottawa and Montreal.

3029. Unsatisfactory train service provided by the Canadian Northern Railway Company to and from Kindersley, Sask.

3030. Canadian Pacific Railway Company, owing to complainant having to travel in a slat-seat colonist car from Toronto to Winnipeg, when she had a first-class ticket from Mount Forest, Ont., to Moosejaw, Sask.

3031. Confusion experienced owing to the Michigan Central Railway Company showing "Canfield Jct." in their time tables as "Canfield."

3032. Location of the Canadian Pacific railway through complainant's farm at Enterprise, Ont.

3033. Loss of parcel shipped from Toronto to Farmosa, Ont., via the Canadian and Dominion Express Companies, for which complainant has been unable to get compensation.

3034. Unsatisfactory train service provided by the Central Vermont Railway Company between Farnham and Frelighsburg, Que.

3035. Delays of the Canadian Pacific Railway Company in the delivery of freight at Toronto, Ont., and their unsatisfactory method of tracing cars.

3036. Delay to a shipment from Elora to Aurora, Ont., on the Grand Trunk railway.

3037. Lack of a permanent station agent at Briercrest, Sask., on the Canadian Northern railway.

3038. Alleged excessive rates charged on two cars of settler's effects, shipped from Innisfail to Heath, Alta., via the Canadian Pacific and Grand Trunk Pacific Railway Companies.

3039. Dangerous level crossing over the Grand Trunk railway two miles south of Bracebridge, Ont.

3040. Refusal of the Grand Trunk Railway Company to entertain claim resulting from misquotation in rates on hay from Howick, Que., to Plainsboro, N.J.

3041. Stagnant water along the Canadian Northern Railway Company's right of way at the townsite of Benito, Man.

3042. Congested conditions at Toronto, Ont., on the Canadian Pacific Railway, resulting in serious delays to shipments when necessary to transfer at that point.

3043. Unsatisfactory service of the Canadian Express Company at Montreal, Que., with respect to the prompt delivery of cream.

3044. Refusal of the Grand Trunk Pacific Railway Company to settle for land expropriated for right of way at Rocky View, Alta., unless complainant has C.P.R. restrictions cancelled on the deed.

3045. Lack of station accommodation, and express and telegraph service at Ardath, Sask., on the Canadian Northern railway.

3046. Loss of baggage in transit from Montreal, Que., to Dropmore, Man., via the Grand Trunk and Canadian Pacific railways.

3047. Lack of a waiting room for ladies in the Canadian Pacific Railway Company's station at Balcarres, Sask.

3048. Lack of station at Waseca, Sask., on the Canadian Northern railway.

3049. Blocking of farm crossing by the Canadian Pacific Railway Company at Beaver, B.C.

3050. Running of light engines for a greater distance than twenty-five miles without a conductor in charge, on the Canadian Pacific railway.

3051. Confiscation of a car of coal by the Grand Trunk Railway Company while in transit from Buffalo to Campbellford, Ont.

3052. Unsatisfactory freight service between Montreal and Clarenceville, Que., via the Canadian Pacific, Grand Trunk and Quebec, Montreal and Southern railway.

3053. Location of farm crossing on the Georgian Bay and Seaboard Railway at Reaboro, Ont.

3054. Lack of fencing on the Irondale, Bancroft and Ottawa Railway through complainant's farm on lot 8, concession 2, township of Herchel, Ont.

3055. Alleged refusal of the Canadian Northern Express Company to entertain claim for one case of plums short in a shipment from Regina to Bladworth, Sask.

3056. Condition of farm gates on the line of the St. Lawrence and Adirondack Railway Company at St. Stanislas, Que.

3057. Amount offered by the Canadian Northern Railway Company for land expropriated on complainant's farm in Nipissing District, Ont.

3058. Station accommodation provided by the Great Northern Railway Company at Rossland, B.C.

3059. Lack of fencing on the line of the Irondale, Bancroft and Ottawa Railway Company, in the vicinity of Tory Hill, Ont.

3060. Refusal of Canadian Northern Express Company's employee to give receipt for shipment from Souris Valley to Elswick, Sask.

3061. Delays on the Grand Trunk railway to shipments of hogs.

3062. Alleged discrimination by the Grand Trunk Railway Company in favour of the Dominion Canners, Ltd., in the matter of stop-over privileges for the completion of carload lots.

3063. Proposed closing of crossing in the town of Duncan, B.C., by the Esquimalt and Nanaimo Railway Company.

3064. Unsatisfactory train service provided by the Atlantic, Quebec and Western Railway Company between New Carlisle and Grand Rivière, Que.

3065. Delays of the Grand Trunk Railway Company in delivering goods in the city of Quebec, Que.

3066. Dangerous level crossing over the Canadian Northern Ontario and Canadian Pacific railways at Bay Bridge road, Belleville, Ont.

3067. Whistling of the Canadian Northern Railway Company's engines within the city limits of Edmonton, Alta.

3068. Lack of fencing along the line of the Quebec Oriental Railway Company through complainant's farm, near Maria Capes, Que.

3069. Alleged excessive express charge on a fifty-pound parcel from Parkdale to Thamesville, Ont.

3070. Alleged excessive charge of the Canadian Express Company on a small parcel shipped from Ottawa to Montreal.

3071. Lack of fire guards on the Canadian Northern railway at Big Valley, Alta.

3072. Refusal of Canadian Pacific Railway Company's Place Viger station parcel office, Montreal, Que., to deliver parcel to complainant until he has paid twenty-five cents for lost check.

3073. Canadian Northern Railway Company, for killing stock on their right of way near Bowmans River, Man., which complainant alleges could have been avoided.

3074. Dangerous level crossing over the Canadian Pacific railway at Pender street, Vancouver, B.C.

3075. Dangerous level crossing over the Canadian Pacific railway at Cordova street, Vancouver, B.C.

3076. Proposed additional crossing at Champlain street and alterations at Albert street, St. John, Que., by the Canadian Pacific Railway Company.

3077. Dangerous level crossing over the Canadian Pacific railway known as the Fifty Side road, one and one-quarter miles north of Berkeley station, Ont.

3078. Dangerous level crossing over the Grand Trunk railway, one mile west of Grass Hill station, Ont.

3079. Flooding of land by the Canadian Pacific Railway Company's line at Elders Mills, Ont.

3080. Alleged excessive charge on a shipment of settler's effects from Creelman to Alsask, Sask., via the Canadian Pacific and Canadian Northern railways.

3081. Refusal of railway companies to give a rate on mixed shipments of horses and stock, charging as if the whole shipment were horses.

3082. Section foreman on the Canadian Northern railway at Dauphin, Man., not having been examined in the rules.

3083. Loss sustained owing to cattle being killed on the Canadian Northern railway at McCreary, Man.

3084. Delays to freight on the Grand Trunk railway consigned to the complainant at Casselman, Ont.

3085. Alleged excessive freight rate of the Canadian Pacific Railway Company from Dundalk, Ont., to Moosejaw, Sask., and their refusal to compensate complainant for damage to a buggy.

3086. Dangerous level crossing over the Grand Trunk railway at Main street, Norwich, Ont.

3087. Dangerous level crossing over the Grand Trunk railway at Quaker street, Norwich, Ont.

3088. Alleged excessive charge by the Canadian Pacific Railway Company on a shipment of settler's effects from the United States to Brooks, Alta.

3089. Refusal of the Canadian Northern Express Company to deliver under tariff rate C.R.C. 724, shipment of cream from Letellier to Winnipeg, Man., for butter-making purposes.

3090. Alleged excessive charge on shipment of wheat from Rarfurly, Alta., to Newdale, Man., via the Canadian Northern and the Canadian Pacific railways.

3091. Proposed highway crossing of the Campbellford, Lake Ontario and Western Railway Company, between lots 26 and 27, concession 2, township of Clarke, Ont.

3092. Non-settlement of claim against the Canadian Pacific Railway Company for expenses incurred in burying their special agent at Emerson, Man.

3093. Refusal of the Grand Trunk Railway Company to refund amount of alleged overcharge on a shipment from St. Thomas, Ont., to Chicoutimi, Que.

3094. The Electric Power Company, Ltd., for crossing with their wires in an unsafe manner, a high tension transmission line near Peterboro, Ont.

3095. Proposed construction of an industrial spur by the Canadian Pacific Railway Company, if same is to cross Royce avenue, Toronto.

3096. Unsatisfactory station accommodation provided by the Grand Trunk Railway Company at Jordan, Ont.

3097. Flooding of lands by the Canadian Pacific Railway Company in the vicinity of Bouchette, Que.

3098. Loss sustained owing to the Canadian Pacific Railway Company at Sault Ste. Marie, Ont., sending complainant bills covering additional charges on lumber shipments, after same have been sold at a price based on the original charges.

3099. Damage to property by fire at Howell, Sask., alleged to have been started by sparks from an engine of the Canadian Northern Railway Company.

3100. Dangerous level crossing over the Canadian Pacific railway in the village of L'Annonciation, Que.

3101. Increase in rates on coal from International Bridge and Trenton Jct., to Frankford, Ont.

3102. Loss sustained owing to wheat spilled while being loaded into car at Venda, Sask., on the Canadian Northern Railway.

3103. Lindsay, Bobcaygeon and Pontypool Railway Company, (C.P.R.) for raising their grade through complainant's property at Lindsay, Ont.

3104. Shortage of cars on the line of the Canadian Pacific Railway Company in the vicinity of Montreal, Que.

3105. Rate on carbide from Merriton, Ont., to Yorktown, Sask.

3106. Alleged discrimination by the Canadian Pacific and Grand Trunk Railway Companies against the town of Blind River, Ont., in favour of Sault Ste. Marie, Fort William and Port Arthur, in rate charged on bar iron from points in Ontario.

3107. Delays of the Canadian Pacific Railway Company in picking up freight in the city of Montreal, Que.

3108. Bell Telephone Company, for cutting off a service at Stratford, Ont., without notice, owing to the same not being paid for three months in advance.

3109. Dangerous level crossing over the Dominion Atlantic railway at Chestnut street, Windsor, N.S.

3110. Dangerous level crossing over the Hamilton Radial Electric railway at Burlington Beach, Ont.

3111. Delay of the Canadian Northern Railway Company in settling claim for expenses incurred on account of being stalled at Fisk, Sask.

3112. Cattle killed on the Grand Trunk Pacific railway in the vicinity of Avonhurst, Sask., owing to sectionmen leaving gate open, and cattle guards having been removed.

3113. Unsatisfactory delivery of a box of freight by the Grand Trunk Railway Company at Ottawa, Ont., same being left on the sidewalk, seventy feet away from the house.

3114. Lack of daily train service between Edmonton and Morinville, Alta., on the Canadian Northern railway.

3115. Delay of the Chicago, Milwaukee and Puget Sound Railway Company in settling complainant's claim for goods lost in transit from Boston to Vancouver, B.C.

3116. Condition of engines running out of Belleville, Ont., on the Grand Trunk railway.

3117. Dominion Express Company, for loss of a box of goods shipped from Ottawa, Ont., to 24 Mile Post, Gowganda road, Ont.

3118. Shortage of cars on the Canadian Pacific railway at Meath, Ont., for the shipment of hay and feed to Petewawa military camp.

3119. Unsatisfactory condition of fencing, gates and drainage on the Central Vermont railway in the parish of St. Cesaire, township of Howville, Que.

3120. Delay of the Canadian Northern Railway Company in settling for right of way and ballast pits on complainant's farm, and lack of fencing on their line at Kinnoull, Alta.

3121. Delay of the Canadian Pacific Railway Company in making necessary alterations to highway crossing in the municipality of St. Charles des Grondines, Que.

3122. Employees on the Grand Trunk Railway Company's trains between Valleyfield and Montreal, Que., being unable to speak the French language.

3123. Unsatisfactory station accommodation and train service at Larose, Que., on the Canadian Northern railway.

3124. Delay of the Canadian Pacific Railway Company in paying for right of way through complainant's farm on their Wilkie-Kerrobert line.

3125. Lack of station and freight platform at Browning, Sask., on the Canadian Northern railway.

3126. Dangerous level crossing over the Grand Trunk railway known as "Clarke's crossing," at Newcastle, Ont.

3127. The carrying of passengers along the Kettle Valley railway, under construction, on a speeder, which detracts business from licensed stage drivers.

3128. Refusal of the Canadian Pacific Railway Company to provide complainant with continuous sleeping accommodation from Fort William to Regina, Sask.

3129. Delays to shipments from Bloomfield and Wellington, Ont., to the Northwest owing to the Canadian Northern Railway Company refusing to supply G.T.R. and C.P.R. equipment to handle the shipments via Port McNicoll or Sarnia.

3130. Blocking of a crossing by trains on the Canadian Pacific railway at Elkhorn, Man.

3131. Proposed expropriation by the Canadian Northern Railway Company of land in lot 13, Front street, Belleville, Ont.

3132. Lack of fencing along the Canadian Northern railway through complainant's property in the southwest quarter of section 7-11-6, Man.

3133. Unsatisfactory train service on the Vancouver, Victoria and Eastern railway.

3134. Refusal of the Hydro-Electric Power Commission of Ontario to execute agreement in connection with the crossing by their wires of a railway at Woodworth avenue, St. Thomas, Ont.

3135. Unsatisfactory drainage along the line of the Canadian Northern railway in section 34-29-32, W. 1 M., Sask.

3136. Condition of the Canadian Northern Railway Company's yard at Elie, Man.

3137. Dominion Express Company's rates from Terrebone to Quebec, as compared with rates from Montreal to Quebec, Que.

3138. Dangerous level crossings over the Canadian Northern railway in the rural municipality of St. François Xavier, Man.

3139. Unsatisfactory train service to and from Locust Hill, Ont., on the Canadian Pacific railway.

3140. Proposed erection of a station by the Canadian Pacific Railway Company, two miles west of Notre Dame d'Auvergne, Sask.

3141. Naming of a station "Hill Head" by the Georgian Bay and Seaboard railway, instead of "Fleming" as per agreement.

3142. Refusal of the Canadian Pacific Railway Company to settle claim for horses killed on their right of way near Bienfait, Sask.

1343. Necessity of stop-over at Oroville, B.C., on the Vancouver, Victoria and Eastern railway, there being no through trains to Princetown, B.C.

3144. Delay of the Canadian Pacific Railway Company in settling for right of way of their Lacombe-Kerrobert branch, in section 1-35-5, W. 4 M., Alta.

3145. Unsatisfactory service of the Quebec Railway, Light, Heat and Power Company, in the matter of poor lighting and over-crowding of cars, and lack of connection with the steam railway lines at Quebec, Que.

3146. Dangerous level crossing over the Grand Trunk railway at the intersection of Notre Dame and St. Ferdinand streets, St. Henry, Montreal, Que.

3147. Inadequacy of the Canadian Northern Railway Company's loading platform at Odessa, Sask.

3148. Shortage of cars on the Grand Trunk railway, suitable for the shipping of stone, at St. Marys, Ont.

3149. Conditions of the Canadian Northern Railway Company's cattle guards in the vicinity of Bowsman river, Man.

3150. Lack of fencing along the Canadian Northern railway in the vicinity of Bowsman river, Man.

3151. Alleged refusal of the Temiscouata Railway Company to supply cars for the shipment of poles to the Western Union Telegraph Company.

3152. Employees on the New York Central and Hudson River Railway Company's suburban trains running between Montreal and Valleyfield, being unable to speak the French language.

3153. Loss of a shipment of castings from Smiths Falls to Belleville, Ont., over the lines of the Canadian Pacific and Grand Trunk Railway Companies.

3154. Dangerous level crossing over the Grand Trunk railway, being the first crossing west of Brockville, Ont.

3155. Condition of gates at crossing over the Grand Trunk railway at the intersection of Notre Dame and St. Ferdinand streets, St. Henry, Montreal, Que.

3156. Refusal of the Campbellford, Lake Ontario and Western Railway Company (C.P.R.) to furnish complainant with a cattle pass or farm crossing on lot 6, concession 7, township of Camden, Ont.

3157. Refusal of the Canadian Pacific Railway Company to compensate complainant for horse killed on their right of way near Pinto, Sask., where cattle guards had been removed.

3158. Lack of cattle guards at crossings on the line of the Atlantic, Quebec and Western Railway Company in the municipality of St. Adelaide de Pabos, Que.

3159. Lack of fencing and cattle guards on the Canadian Northern railway in the vicinity of Onoway, Alta.

3160. Condition of the Canadian Pacific Railway Company's yard at Dorion, Ont.

3161. Refusal of Canadian Northern Express Company to entertain claim for damage to laundry shipped from Dauphin, Man., to Margo, Sask.

3162. Proposed construction of the Niagara, St. Catharines and Toronto railway on Queen street, in the town of Niagara-on-the-Lake, Ont.

3163. Closing up of Bow avenue, in the town of Bow Island, Alta., by the Canadian Pacific Railway Company.

3164. Refusal of the Canadian Pacific Railway Company to grant complainant a refund on ticket from Edmonton to Daysland, Alta., which he purchased in order to enable him to stop over at the latter point, as the ticket he held, Edmonton to Keppel, Sask., did not entitle him to a stop-over.

3165. Unsatisfactory train service provided by the Canadian Pacific Railway Company to and from Cabri, Sask.

3166. Unsatisfactory service provided by the Bell Telephone Company at Centre Island, Toronto, Ont.

3167. Delay of the Grand Trunk Railway Company in delivering a car of cement at South Durham, Que.

3168. Delay of the Grand Trunk Railway Company in settling costs in connection with the case of Morell and G.T.R., at Toronto, Ont.

3169. Delay of the Georgian Bay and Seaboard Railway Company (C.P.R.) in making settlement for land expropriated in lot 7, concession 9, township of Ops, Ont.

3170. Refusal of the Canadian Northern Quebec Railway Company to entertain claim for damage to a stove shipped from Montreal to Sixteen Island Lake.

3171. Size of station being built at St. Prosper, County Champlain, Que., on the Transcontinental railway.

3172. Exorbitant rate charged by the Bell Telephone Company in the town of Ville St. Pierre, Que.

3173. Alleged overcharge on shipment of an oil-pump from Chicago to Sellwood, Ont., via the Dominion and Canadian Northern Express Companies.

3174. Delay to, and rate charged on, shipment from Pittsfield, Maine, to Arcadia, N.S., by the Dominion Express Company.

3175. Inconvenience caused owing to the Peoples Railway Company grading through complainant's farm at Bloomingdale, Ont., and leaving same in an unfinished state.

3176. Grade of the Canadian Northern Railway Company's crossing over public road between sections 20 and 21-31-16 W. 4 M., Alta.

3177. Delay of the Canadian Northern Railway Company in settling for right of way through the northwest quarter of section 19-7-53, W. 5 M., Alta.

3178. Shortage of cars at Wycliffe, B.C., on the line of the Canadian Pacific Railway Company.

3179. Delay to shipments of flour from Winnipeg, Man., to points on the Canadian Northern railway.

3180. Refusal of the Central Ontario Railway Company to place cars for complainant on the main line north of Maynooth, Ont., to load ties.

3181. Excessive rate on pulpwood from points on the Irondale, Bancroft and Ottawa railway to Campbellford, Ont., via the Central Ontario and Grand Trunk railways.

3182. Inadequacy of the Canadian Pacific Railway Company's cattle guards in the vicinity of Taber, Alta., resulting in loss of cattle.

3183. Refusal of the Canadian Pacific Railway Company to provide a crossing over their line which runs through complainant's farm near Montebello, Que.

3184. Noise and smoke of the Toronto, Hamilton and Buffalo and Canadian Pacific railways in the vicinity of Hunter street, Hamilton, Ont.

3185. Maritime Telegraph and Telephone Company, for poor telephone service provided on line between Ballantyne's Cove and Antigonish, N.S., and price asked by said company for said line from the farmers who originally supplied the line gratis.

3186. Excessive rate charged by the Canadian Pacific Railway Company on potatoes, from Ashcroft to Vancouver, B.C.

3187. Inadequate facilities of the Canadian Pacific Railway Company for handling freight at Ashcroft, B.C.

3188. Lack of daily train service at St. Albert, Alta., on the Canadian Northern railway.

3189. Inadequate facilities for the handling of freight at St. Albert, Alta., on the Canadian Northern railway.

3190. Condition of the crossings in the vicinity of Shelbrook, Sask., on the line of the Canadian Northern Railway Company.

3191. Alleged excessive rate charged by the Grand Trunk Railway Company on three quarry cars, shipped from Hamilton to Hagersville, Ont.

3192. Failure of the Victoria Terminal and Ferry Company (G.N.R.), to provide facilities for the public to get to the waters of Semiahoe bay in section 10, township 1, New Westminster district, B.C.

3193. Failure of the Canadian Northern Railway Company to construct a crossing on road allowance between sections 7 and 8, and 7 and 18, township 29, range 18, W. 3. M., Sask.

3194. Failure of the Grand Trunk Railway Company to provide proper accommodation for live stock at shipping points on its line of railway.

3195. Failure of the Canadian Northern Railway Company to provide complainant with a cattle pass on his farm on lot 1, concession 7, township of Westmeath, Ont.

3196. Canadian Northern Telegraph Company, for not providing telegraph service between The Pas and Hudson Bay junction.

3197. Refusal of the Canadian Pacific Railway Company to provide complainant with a farm crossing on his property in section 33-13-18, W. 3 M., Sask.

3198. Excesive rate charged on shipment of poultry from London, England, to Strathroy, Ont., via the Dominion and Canadian Express Companies.

3199. Car shortage on the Canadian Pacific railway in Labelle county, Que., for the shipment of lumber.

3200. Delay of the Canadian Pacific and Grand Trunk Railway Companies in delivering goods shipped from London, Ont., to Kirk's Ferry, Que., Preston, Ont., Deep Brook, N.S., and Kennetcook, N.S.

3201. Alleged excessive freight rate on motor boat shipped from Parry Sound to Haileybury, Ont., via the Canadian Pacific and Temiskaming and Northern Ontario railways.

3202. Condition of the Canadian Northern Railway Company's station grounds at Netherhill, Sask.

3203. Shunting of trains within the limits of the city of Ottawa, Ont., on the Grand Trunk railway.

3204. Proposed location of the Grand Trunk Pacific and Canadian Pacific railways through the municipality of the district of West Vancouver, B.C.

3205. Proposed closing of Souris street, Estevan, Sask., by the Canadian Pacific Railway Company, at their crossing.

3206. Inadequate station accommodation of the Canadian Northern Railway Company at Minburn, Alta.

3207. Change in location of Canadian Pacific Railway Company's line through complainant's farm at Melrose, Ont., after they had settled with him at a price based on original location.

3208. Canadian Pacific Railway Company's supplement No. 15 to lumber tariff No. W. 2510, advancing the rates on pine lumber.

3209. Condition of the Grand Trunk Railway Company's line between Caledonia and Dunnville, Ont.

3210. Freight rates charged on addressograph machines.

3211. Location of the Canadian Northern Railway Company's line through complainant's property at Bienfait, Sask.

3212. Delay of the Grand Trunk Railway Company in delivering a shipment of household goods from Toronto to Bowmanville, Ont.

3213. Delay of the Canadian Northern Railway Company in delivering at Emo, Ont., a car of flour and feed from Winnipeg, Man.

3214. Alleged excessive charge by the Canadian Pacific Railway Company on a carload of settlers' effects, from Elgin, Ore., to Ashcroft, B.C.

3215. Valuation of the Grand Trunk Railway Company's property at South Durham, Que.

3216. Unsatisfactory manner in which freight is delivered at South Durham, Que., by the Grand Trunk Railway Company.

3217. Unjustifiable dismissal of sectionmen and employment of a foreigner as foreman, by the Grand Trunk Pacific Railway Company at Jarrow, Alta.

3218. Condition of the Canadian Pacific Railway Company's crossing north of section 22-27-25, W. 2. M., Sask.

3219. Delay in the transferring of a car of wheat from the Grand Trunk to the Canadian Pacific Railway at Toronto, Ont., resulting in loss to consignee.

3220. Canadian Pacific Railway Company's rate on brick from St. Boniface, Man., to Yorktown, Sask.

3221. Excessive switching charges on stone from the Canadian Pacific Railway to the Canadian Northern and Grand Trunk Pacific Railways at Winnipeg, Man.

3222. Changing of name of station from 'Selkirk Junction' to 'Bradbury,' by the Canadian Pacific Railway Company.

3223. Loss of cattle on the Canadian Pacific railway in the vicinity of Saltcoats, Sask., owing to inadequate cattle guards.

3224. Delay of the Canadian Pacific Railway Company in delivering at Shawinigan Falls, Que., a shipment of machinery from Montreal, Que.

3225. Failure of railway companies to give full information on advice notes on which goods are passed through the customs.

3226. Lack of warning signals on railway motor cars.

3227. Refusal of the Grand Trunk Railway Company to entertain claim for alleged overcharge on shipment of hay from Carmel to Portland, Me.

3228. Delay of the Canadian Express Company in delivering cream in the city of Montreal, Que.

3229. Delay of the Canadian Pacific Railway Company in settling for right of way through northwest quarter of section 29-16-18, W. 2 M., Sask.

3230. Delay to, and shortages in shipments to Stuartburn, Man., on the Canadian Northern railway.

3231. Lack of station agent at Whonnock, B.C., on the Canadian Pacific railway.

3232. Alleged excessive rate on two cars of brick from Edmonton to Strathcona, Alta., via the Grand Trunk Pacific, Canadian Northern and Canadian Pacific railways.

3233. Validation fee of fifty cents on return portion of reduced fare round trip tickets to points on the Pacific coast.

3234. Discrimination by the Canadian Pacific Railway Company in favour of Winnipeg, Man., and against Calgary, Alta., in the matter of rates on supplies to construction gangs.

3235. Refusal of the Canadian Northern Railway Company to provide complainant with a cattle pass on his farm at Torbolton, Ont.

3236. Delay of the Canadian Pacific Railway Company in settling for right of way through complainant's farm on part of lots 28, 29, 30 and 31, concession A, township of Haldimand, Ont.

3237. Delay to a shipment of coal from Hillcrest, Alta., to Froude, Sask., on the Canadian Pacific railway.

3238. Closing of Mercer street crossing, Stettler, Alta., by the Canadian Pacific Railway Company.

3239. Non-delivery of a shipment of fruit from Ottawa, Ont., to Blue Sea Lake, Que., via the Dominion Express Company.

3240. Placing of local freight on private siding at Entwistle, Alta., by the Grand Trunk Pacific Railway Company.

3241. Condition of the Canadian Pacific Railway Company's stock yards at Bawlf and Strathcona, Alta.

3242. Pumping of water from complainant's creek at Ashburn, Ont., by the Canadian Pacific Railway Company.

3243. Alleged excessive rate charged by the Grand Trunk Pacific Railway Company on a bull shipped from Prince Rupert to Skeena River Crossing, B.C.

3244. Condition of the Canadian Northern and Canadian Pacific Railway Companies' crossing and cattle guards in the district of Churchbridge, Sask.

3245. Dangerous level crossing over the Grand Trunk railway at the third and fourth concession line, township of Goderich, Ont.

3246. Delay of the Canadian Pacific Railway Company in settling for right of way of their Wilkie Northwesterly branch in the southeast quarter of section 25-43-22, W. 3 M., Sask.

3247. Excessive rental charges of the Bell Telephone Company in the town of Ville St. Pierre, Que.

3248. Excessive switching charges on, and delays to carloads of scrap iron between the Canadian Pacific and Canadian Northern railways at Winnipeg, Man.

3249. Proposed moving of the Canadian Pacific Railway Company's station at Kenney, Man.

3250. Delay to a shipment of fence material from Sarnia to Mimico, Ont., on the Grand Trunk railway.

3251. Proposed construction of a spur from the Hull Electric railway, on Mountain street, Aylmer, Que.

3252. Proposed changing of terminal point by the Grand Trunk Railway Company, from Brockville to Prescott, Ont.

3253. Refusal of the Canadian Pacific Railway Company to settle claims for loss of coal and cast steel consigned to Chaplin, Sask.

3254. Dangerous level crossing over the Canadian Pacific and Grand Trunk railways at Beaconsfield, Que., known as the "Chemin de Ste. Genevieve."

3255. Dangerous level crossing over the Canadian Pacific railway at the intersection of Broadway, Betts avenue and Assiniboia avenue, Yorktown, Sask.

3256. Loss of cow owing to inadequate cattle guard protection of the Canadian Northern Railway Company in the vicinity of Legal, Alta.

3257. Condition of approaches to the freight shed of the Esquimalt and Nanaimo Railway Company, (C.P.R.) at Saltair, B.C.

3258. Dangerous crossing over the Canadian Northern Ontario and Campbellford, Lake Ontario and Western railways, on complainant's farm in lot 4, concession 4, township of Scarboro, Ont.

3259. Dimensions of under-crossing provided by the Canadian Northern Railway Company on complainant's farm in the northwest quarter of section 10-65-22, W. 4 M., Alta.

3260. Confusion caused owing to similarity in the names,—"Lac à la Tortue, Que.," on the Canadian Pacific railway, and "La Tortue, Que.," on the Napierville Junction railway.

3261. Delay to freight in the yards of the Canadian Pacific and Grand Trunk Railway Companies at Montreal, Que.

3262. Embargo of the Canadian Pacific Railway Company on shipments of sand, loaded in cars other than its own, into Winnipeg from points on the Canadian Northern railway.

3263. Removal of telephone from the Grand Trunk Railway Company's station at Compton, Que.

3264. Refusal of the Canadian Pacific Railway Company to settle claim for damage to portmanteau and contents on "*Empress of Ireland,*" en route to England.

3265. Delay to a car of lumber shipped from Keewatin, Ont., to Margaret, Man., via the Canadian Northern and Canadian Pacific railways.

3266. Delay in delivery of car of wheat shipped from Murburn, Alta., to Paddington, Man., via the Canadian Northern railway.

3267. Alleged excessive charges on a shipment from Ymir, B.C., to Melfort, Sask., via the Canadian Northern and Canadian Pacific railways.

3268. Unsatisfactory location of crossing over the Canadian Northern railway in the village of Marcelin, Sask.

3269. Condition of crossing over the Kootenay and Alberta railway at public road in section 7-6-1, W. 5 M., Alta.

3270. Crossing of road between concessions 4 and 5, township of Hinchinbrooke, Ont., by the Canadian Pacific railway.

3271. Cartage charges of the London and Lake Erie Railway Company on small parcels shipped from London to St. Thomas, Ont.

3272. Alleged excessive rates charged by the Canadian Northern Railway Company on shipments from Toronto to Gilmour, Ont.

3273. Delay in delivery of two cars of hogs shipped from Cottam, Ont., to Hull, Que., via the Windsor, Essex and Lake Shore and Canadian Pacific railways.

3274. Inadequacy of culvert across the Georgian Bay and Seaboard railway on lot 23, concession 12, township of Medonte, Ont.

3275. Refusal of the Canadian Northern Railway Company to accept fresh meat for shipment from Saskatoon, Sask., to Big River, Sask., except at owner's risk.

3276. Dangerous crossing over the Campbellford, Lake Ontario and Western railway (C.P.R.), on complainant's farm in lot 3, concession 7, township of Richmond, Ont.

3277. Delays to shipments of freight to and from Harriston, Ont., on the Canadian Pacific and Grand Trunk railways.

3278. Delay of the Canadian Pacific Railway Company in delivering at Mile End. Que., a car of brick from New Galilee, Pa.

3279. Nuisance caused by the unloading of manure on the Grand Trunk Railway Company's siding at St. Anne de Bellevue, Que.

3280. Failure of the Canadian Pacific Railway Company to open up siding at Fincastle, Alta., for the shipment of grain from that vicinity.

3281. Rough handling of cases of "Tungsten" electric lamps by the Canadian Express Company.

3282. Dangerous level crossing over the Canadian Pacific and Grand Trunk railways between lots 20 and 21, Broken Front concession, township of Clarke, Ont.

3283. Alleged excessive rates of the Canadian Pacific Railway Company on lumber shipped from Fernie, B.C., to Longford and Cheadle, Alta.

3284. Supplement No. 4 to Memphis Lumber Tariff No. 3, C.R.C. No. 7, increasing rates on lumber from points south of the Ohio river to Canadian points.

3285. Alleged lack of fencing on the Canadian Northern Quebec Railway Company's right of way in the parish of Ste. Thecle, Que.

3286. Alleged discrimination by the Canadian Pacific Railway Company in rates on American corn, in favour of St. John as against Fredericton, N.B.

3287. Delay of the Canadian Pacific Railway Company in settling for right of way through complainant's farm in the southwest quarter of section 18-36-10, W. 4 M., Alta.

3288. Loss sustained owing to cattle being killed on the Canadian Pacific Railway Company's right of way in the vicinity of Didsbury, Alta.

3289. Dimensions of crossing under the Grand Trunk railway on complainant's property in lots 10 and 11, concession 2, township of South Dumfries, Ont.

3290. Condition of track between Greenway and Wakopa on the Canadian Northern railway.

3291. Refusal of railway company to provide complainant with a cattle pass or farm crossing at Colborne, Ont.

3292. Unsatisfactory train service of the New York Central and Hudson River Railway Company between Montreal and Valleyfield, Que.

3293. Refusal of railway company to provide complainant with a cattle pass on his property at Enterprise, Ont., and their delay in settling for right of way.

3294. Alleged excessive rates of the Canadian Pacific and Canadian Northern Railway Companies on fir lumber to Neepawa, Man.

3295. Condition of the Canadian Northern Railway Company's loading platform at Glendale, Man.

3296. Condition of the Grand Trunk Railway Company's stock yards at Drayton, Ont.

3297. Alleged excessive charges on a tank car of coal tar shipped from Ottawa to Berlin, Ont., via the Canadian Pacific and Grand Trunk railways.

3298. Excessive length of hours of employees of the Hamilton Radial Railway Company.

3299. Alleged discrimination by the Canadian Pacific Railway Company in the working of stevedores at Fort William during strike.

3300. Failure of the Canadian Northern Railway Company to construct a crossing over their line at the road allowance between sections 3 and 10-18-20, at Sandy Lake, Man.

3301. Refusal of the Canadian Pacific and Canadian Northern Railway Companies to switch loaded cars from complainant's mill at St. Boniface to Winnipeg track warehouses.

3302. Condition of approaches to the Grand Trunk Pacific Railway Company's loading platform at Peterson on the Young-Prince Albert branch.

3303. Delay of the Père Marquette Railroad Company in building a new station at Coatsworth, Ont.

3304. Unsatisfactory accommodation and facilities of the Canadian Northern Ontario Railway Company at Rathburn station, Ont.

3305. Alleged proposal to move the Grand Trunk Railway Company's St. Agnes station, Que., to a point near Fort Covington.

3306. Refusal of the Campbellford, Lake Ontario and Western Railway Company to provide suitable crossings on their line in the townships of Darlington and East Whitby, Ont.

3307. Treatment received from conductor on the Canadian Northern Railway Company's train between Saskatoon and Tisdale.

3308. Delay of the Canadian Northern Railway Company in settling for right of way across farm near Dorion, Ont., and in constructing a farm crossing on same.

3309. Dangerous level crossing over the Grand Trunk Pacific railway at Oliver road in the municipality of Shuniah, Port Arthur, Ont.

3310. Refusal of the Grand Trunk Pacific Railway Company to provide complainant with a cattle pass on his farm in the west half of section 2-17-25, W. 2. M., Sask.

3311. Lack of proper drainage facilities on the Canadian Northern railway at McConnell, Man.

3312. Failure of the Canadian Northern Railway Company to keep promises made in connection with siding at Boulias, between St. Albert and Morinville, Alta.

3313. Inadequate accommodation of the Canadian Northern Railway Company at St. Albert, Alta.

3314. Condition of crossing on complainant's property at Oakburn, Man., on the Canadian Northern railway.

3315. Non-fencing of the Great Northern railway in the district of Creston, B.C.

3316. Refusal of the Canadian Pacific and Canadian Northern Ontario Railway Companies to provide complainant with cattle passes under their lines on his farm in lot 31, concession 1, township of Sydney, Ont.

3317. Alleged overcharge on a locomotive crane shipped from Bay City to Sault Ste. Marie, Ont., via the Canadian Pacific and Algoma Central railways.

3318. Condition of approaches to complainant's crossing at Huntingdon, Que., on the Grand Trunk railway.

3319. Lack of siding accommodation for the loading of lumber, ties, &c., between Whitehall and Sprucedale, Ont., on the Grand Trunk railway.

3320. Refusal of the Canadian Northern railway to settle claim for horses killed near Margo, Sask., owing to defective cattle guards.

3321. Lack of cattle guards and fencing on the Moncton and Buctouche railway in the parish of Moncton, county of Westmorland.

3322. Proposed construction of an additional track across Bayview avenue, Ottawa, Ont., by the Canadian Pacific Railway Company.

3323. Refusal of the Campbellford, Lake Ontario and Western Railway Company to provide complainant with a farm crossing or cattle pass near Trenton, Ont.

3324. Condition of the Canadian Northern Railway Company's roadbed between Edmonton and Morinville, Alta.

3325. Refusal of the Canadian Northern Railway Company to extend its loading platform at Cromer, Man.

3326. Inadequate accommodation provided by the Canadian Pacific Railway Company on their train No. 51 leaving Winnipeg August 8, 1912.

3327. Condition of the Grand Trunk Railway Company's milk truck at Brooklin, Ont., station.

3328. Proposed additional charge of $2 per car for lumber loaded in 38-foot cars, and $4 per car for cars over 38 feet and up to 40 feet in length, by the Quebec Oriental Company.

3329. Lack of crossings between sections 35 and 36-53-10, W. 5 M., Alta., on the Grand Trunk Pacific railway.

3330. Lack of crossings between sections 35 and 36-53-10, W. 5 M., Alta., on the Canadian Northern Alberta railway.

3331. Dropping of water, oil and cinders from the Canadian Pacific Railway Company's bridge at Pouport street, Montreal, Que., resulting in damage to pedestrians' clothes.

3332. Delay of the Canadian Pacific Railway Company in handling a shipment of iron culverts from Winnipeg, Man., to the municipality of Mountain View, Sask.

3333. Proposed change by the Michigan Central Railroad Company, in the routing of crushed stone from complainant's quarry near St. David's, Ont., to Toronto.

3334. Canadian Pacific Railway Company, for transhipping in its Vancouver yard, straight carloads of sugar ex. complainants' siding, so as to consolidate two

carload shipments into one car, for different consignees at the same destination, or for different destinations.

3335. Removal of telephone from the Grand Trunk Railway Company's station and freight shed at Windsor Mills, Que.

3336. Shortage of cars on the Canadian Pacific railway at Cabane Ronde, Que., for the shipment of hay, sand and wood.

3337. Lack of station accommodation and facilities for handling freight at Moline, Man., on the Canadian Northern railway.

3338. Refusal of the Canadian Pacific Railway Company to provide complainant with a cattle pass under their line across his property on the east half of lot 48, concession 9, township of Camden, Ont.

3339. Delay of the Canadian Express Company in delivering at Guelph, Ont., a shipment from Galt, Ont.

3340. Refusal of the American Express Company to settle claim for damages to a crib shipped from Chateauguay, Que., to Westmount, Montreal.

3341. Dangerous level crossing over the Grand Trunk and Central Vermont railways at the Lapiniere road, between the towns of Greenfield Park and St. Lambert, Que.

3342. Dangerous level crossing over the Grand Trunk and Michigan Central railways at the Marsh Winery Road, Stamford, Ont.

3343. Dangerous level crossing over the Grand Trunk and Michigan Central railways at Church's lane, Stamford, Ont.

3344. Increase in rates on lumber by the Quebec Oriental Railway Company between New Richmond and Matapedia, Que.

3345. Grand Trunk and Canadian Pacific Railway Companies, for failure to come to some agreement in connection with repairs to complainant's siding at Toronto, Ont.

3346. Condition of approach to the Canadian Northern Railway Company's loading platform at Fairmount siding, Sask.

3347. Refusal of the Canadian Northern Railway Company to provide complainant with a cattle pass on his property in lot 11, concession 3, township of March, Ont.

3348. Delays to a shipment of cattle between Appin and Toronto, Ont., on the Grand Trunk railway.

3349. Refusal of the Campbellford, Lake Ontario and Western Railway Company (C.P.R.), to provide complainant with a cattle pass under their line near Enterprise, Ont.

3350. Proposed diversion of road allowance by the Campbellford, Lake Ontario and Western Railway Company, on lots 14 and 15, concession 1, and lot 14, concesion A, township of Murray, Ont.

3351. Express rates on butter and eggs between Winnipeg and McConnell as compared with rates between Winnipeg, Hamiota and Strathclair, Man.

3352. Shortage of seats and crowding of cars on the Canadian Pacific Railway Company's trains between Peterboro and Toronto, Ont.

3353. Rates charged on carload of coal ex. Mauch Chunk, Pa., consigned Lehigh Valley railway to Welland, Ont., and re-consigned from Welland to Toronto, Ont., Canadian Pacific delivery.

3354. Noise made by the Canadian Pacific Railway Company's engines at Lindsay, Ont., on Sunday evenings during the hour of church service.

3355. Refusal of the Great Northern Railway Company to supply cars for the shipment of lead ore from Salmo, B.C., to the Trail smelter, and Nelson, B.C.

3356. Dangerous condition of the steps leading to the Niagara Central station at Stamford, Ont.

3357. Loss of a trunk shipped from Montreal, Que., to Big River, Sask., via the Grand Trunk and Canadian Northern railways.

3358. Failure of engineers on the Central Ontario Railway Company's trains to whistle for crossing a short distance south of Wellington, Ont.

3359. Unsatisfactory train service provided by the Canadian Pacific Railway Company to and from the town of Chesterville, Ont.

3360. Insufficient space left for vehicles to pass when trains are cut at crossing at Pincher Station, Alta., on the Canadian Pacific railway.

3361. Refusal of the West Williams Telephone Association of Sable, Ont., to connect with another line except by trunk line between the two centrals.

3362. Inadequate facilities for handling freight at Keppel, Sask., on the Canadian Pacific railway.

3363. Delay of the Canadian Pacific Railway Company in moving carloads of grain from Fillmore, Sask.

3364. Storage charges on a trunk at Paris, Ont., checked from Edmonton, Alta., via the Canadian Pacific and Grand Trunk railways.

3365. Alleged excessive freight charges of the Canadian Pacific Railway Company on alum, shipped from Montreal to East Angus, Que.

3366. Dangerous level crossing over the Canadian Northern, Canadian Pacific and Grand Trunk railways on the side line between lots 12 and 13, concession A, township of Hamilton, Ont.

3367. Rates charged by the Canadian Pacific Railway Company on two cars of oats shipped from Lang, Sask., to Winnipeg, Man.

3368. Freight rates charged by the Quebec, Montreal and Southern Railway Company.

3369. Manner in which the Canadian Pacific Railway Company propose to cross with their track the track of an electric railway on the west side of the Red River in the municipality of Kildonan, Man.

3370. Manner in which the Canadian Pacific Railway Company propose to cross the track of an electric railway with their track, on the east side of the Red river, in the municipality of Kildonan, Man.

3371. Bay of Quinte Railway Company's supplement No. 3 to tariff No. 105, C.R.C. No. 164, *re* rates on cement from Marlbank, Ont., to Grand Trunk points.

3372. Unsatisfactory train service provided by the Canadian Pacific Railway Company to and from Merrickville, Ont.

3373. Blocking of farm crossing at Huntingdon, Que., by the New York Central and Hudson River Railway Company.

3374. Raising of classification on fertilizer in carload lots, from tenth to seventh class.

3375. Uncomfortable condition of passenger cars on the Canadian Pacific Railway Company's mixed train from Wilkie, Sask., owing to lack of heating appliances.

3376. Unsatisfactory service of the Bell Telephone Company in the districts of London, Berlin, Sarnia and Windsor, in the matter of directory supply and small print in same.

3377. Condition of roadbed on the Calgary and Edmonton Branch of the Canadian Pacific railway.

3378. Embargo on lumber to Edmonton, Alta., from points on the Canadian Pacific railway.

3379. Shortage of cars at Ste. Luce, Que., on the Intercolonial railway.

3380. Loss of a case of cigars shipped from Granby, Que., to Ottawa, Ont., via the Central Vermont and Grand Trunk railways.

3381. Condition of farm crossing on lot 17, concession 3, South Dundas street, Oakville, Que., on the Grand Trunk railway.

3382. Dangerous level crossing over the Grand Trunk railway at the old McGregor Side road in the township of Sarnia, Ont.

3383. Freight rates on a band saw shipped from Vancouver to Sinclair, B.C., via the Canadian Pacific railway.

3384. Discontinuance of passenger train service to Nomininguc, Que., in the evening, by the Canadian Pacific Railway Company.

3385. Location of the Toronto Suburban Railway Company's line on lots 11 and 12, concession 11 township of Esquesing, Ont.

3386. Inconvenience and additional expense incurred owing to the Grand Trunk Railway Company's train from Montreal to Portland connecting with sleeper at a point outside of Montreal.

3387. Shipments of flour from Chatham on the Père Marquette railway to non-competitive points on the Canadian Pacific and Grand Trunk railways, being half a cent per hundred pounds higher than from points on the said Canadian Pacific and Grand Trunk railways.

3388. Unfinished condition of the Canadian Northern and Central Railway of Canada Companies' lines about three miles east of the Hawkesbury bridge, resulting in the flooding of complainant's land.

3389. Failure of the Canadian Northern Railway Company to reload car of lumber wrecked west of Kindersley, en route from Prince Albert to Alsask, Sask.

3390. Condition of the Canadian Northern Railway Company's yards at Alsask, Sask.

3391. Refusal of the Bell Telephone Company to install telephone in residence on Mayfair avenue, Notre Dame de Grace ward, Montreal, Que.

3392. Failure of the Canadian Pacific Railway Company to provide complainant with a cattle pass on his property in lot 1, concession 14, township of Sheffield, Ont.

3393. Delay of the Canadian Northern Railway Company in completing their line from Edam to Mervin, Sask.

3394. Failure of the Canadian Northern Railway Company to place an agent at Beadle, Sask., resulting in loss of freight.

3395. Dangerous level crossing over the Grand Trunk railway at Vineland Station, Ont.

3396. Non-fencing of the Grand Trunk Pacific railway in the vicinity of Chip Lake, Alta.

3397. Delay to carloads of stone shipped from Hamilton to Port Hope, Ont., on the Grand Trunk railway.

3398. Rates on hay from Bridesville to Midway, B.C., on the Great Northern railway.

3399. Refusal of the Canadian Pacific Railway Company to provide complainant with a farm crossing on lot 12, concession 4, township of Scarborough, Ont.

3400. Location of proposed spur for the Builders' Supply Company of Winnipeg, Man.

3401. Lack of crossing over the Canadian Pacific railway near station at Ernfold, Sask.

3402. Refusal of the Canadian Pacific Railway Company to provide complainant with a cattle pass under their Campbellford, Lake Ontario and Western line on lot 6, concession 1, township of Murray, Ont.

3403. Alleged excessive express charges on a parcel of leather shipped from Montreal, Que., to Berlin, Ont.

3404. Horses killed on the Canadian Northern railway owing to lack of fencing in the vicinity of Ochre River, Man.

3405. Alleged overcharge on two cars of settler's effects shipped from Indian Head, Sask., to Union Bay, B.C., via the Canadian Pacific railway.

3406. Delay to a car of lumber shipped from Empire Pit siding, near Pine, Ont., to Oshawa, via the Canadian Pacific and Grand Trunk railways.

3407. Loss of a box of household goods shipped from Swan River, Man., to Ryley, Alta., via the Canadian Northern railway.

3408. Delay of the Canadian Pacific Railway Company in settling claim for loss of a box of window blinds shipped to Fort Qu'Appelle, Sask.

3409. Lack of shelter for passengers and freight at McNutt's Creek, N.S., on the Dominion Atlantic railway.

3410. Location of the Campbellford, Lake Ontario and Western railway (C.P.R.), on lots 20 and 21, concession 1, township of Whitby, Ont.

3411. Canadian Northern Railway Company, for delay in settling for right of way, and failure to provide a cattle pass on the east half of lot 45, concession 9, township of Camden, Ont.

3412. Failure of the Campbellford, Lake Ontario and Western Railway Company, (C.P.R.), to provide complainant with a cattle pass on the east half of lot 49, concession 9, township of Camden, Ont.

3413. Dangerous level crossing over the Campbellford, Lake Ontario and Western railway, (C.P.R.), at lots 24 and 25, concession 3, township of Hinchinbrooke, Ont.

3414. Proposed closing of station at Carcross on the White Pass and Yukon railway, during the winter months.

3415. Delay to a shipment between Guelph and Hamilton, Ont., on the Grand Trunk railway.

3416. Removal of a telegraph office from the town of Richmond, Que., by the Great North Western Telegraph Company.

3417. Delay of the Grand Trunk Railway Company in handling freight at their Pointe St. Charles yard.

3418. Canadian Express Company, for collecting charges on a parcel at Toronto, which had been prepaid at Ottawa, Ont.

3419. Delay to a shipment of freight from Ashland, Wis., to Scott, Sask., and refusal of the Grand Trunk Railway Company to trace same.

3420. Delay to a car of hay shipped from St. Polycarpe to Montreal, Que., via the Grand Trunk railway.

3421. Delay to a car of steel hoops in the Grand Trunk Railway Company's Pointe St. Charles yards.

3422. Lack of station and freight shed at Walkers, Ont., on the Michigan Central railroad.

3423. Condition of approach to the Canadian Pacific Railway Company's siding at Verner, Ont.

3424. Condition of crossing over the Campbellford, Lake Ontario and Western railway, (C.P.R.), on complainant's property adjoining lot 19, school section No. 2, Sidney, Ont.

3425. Condition of crossing over the Campbellford, Lake Ontario and Western Railway, (C.P.R.), on lot 19, school section No. 2, Sydney, Ont.

3426. Condition of crossing over the Canadian Northern Ontario railway on lot 19, school section No. 2, Sydney, Ont.

3427. Dangerous level crossing over the Canadian Pacific railway about three-quarters of a mile west of Kingbury, Que., known as 'Miller crossing.'

3428. Dangerous level crossing over the Canadian Pacific railway about three miles east of Kingbury, Que., on the river road between Melbourne and Windsor Mills.

3429. Unsatisfactory handling of a car of sheep from Tompkins to Govan, Sask., by the Canadian Pacific Railway Company.

3430. Alleged excessive charges on a stallion shipped from London, Ont., to Bowsman, Man., via the Canadian Pacific and Canadian Northern railways.

3431. Inconvenience caused owing to lack of correct information as to arrival of the Canadian Pacific Railway Company's train No. 4 at Toronto, October 20, 1912.

3432. Difficulty experienced in getting delivery of cars of lumber at Toronto on the Grand Trunk railway.

3433. Car service rule No. 11,(shortening the time allowed for placing of delivery orders.

3434. Freight rates charged complainant by the Canadian Pacific Railway Company on a shipment of potatoes from Kennedy, Sask., to Yorktown, Sask.

3435. Unsatisfactory train service of the Canadian Northern Railway Company, to and from North Battleford, Sask.

3436. Lack of a proper farm crossing on complainant's property in lot 22, concession 1, township of Sidney, Ont., on the Canadian Northern railway.

3437. Unsatisfactory drainage of complainant's property on lot 22, concession 1, township of Sidney, Ont., on the Canadian Northern railway.

3438. Price paid complainant by the International Elevator Company for a load of wheat.

3439. Passenger and freight accommodation provided by the Canadian Northern Railway Company at Legal, Alta.

3440. Loss of a sack of sugar and damage to a shipment of fruit through delay, consigned to Vista, Man., on the Canadian Northern railway.

3441. Manner in which the Canadian Pacific Railway Company are proceeding with the construction and operation of their Lacombe Easterly extension, and the train service and accommodation at Veteran, Alta.

3442. Campbellford, Lake Ontario and Western Railway Company, (C.P.R.), for delay in settling for right of way, and failure to provide a cattle pass on the east half of lot 45, concession 9, township of Camden, Ont.

3443. Unsatisfactory settlement of the Campbellford, Lake Ontario and Western Railway Company, (C.P.R.), for right of way through complainant's property at Enterprise, Ont.

3444. Non-fencing of the Canadian Pacific railway in the vicinity of Creston, B.C.

3445. Discontinuance of a day train service by the Canadian Northern Railway Company between Saskatoon and Edmonton, which they maintained during the summer.

3446. Inadequate facilities provided by the Canadian Pacific Railway Company for loading stock at Grondines, Que.

3447. Inadequate car supply for the shipping of grain from Howell, Sask., on the Canadian Northern railway.

3448. Dimensions and location of cattle pass under the Campbellford, Lake Ontario and Western railway, (C.P.R.) on lot 59, concession 9, township of Camden, Ont.

3449. Delay of the Great North Western Telegraph Company in delivering a message to a party at Ste. Anne de Bellevue, Que.

3450. Unsatisfactory telephone service in the township of Fullerton, Ont.

3451. Shortage of cars at Ruddell, Sask., on the Canadian Northern railway.

3452. Great Northern Railway Company, for not giving cheap rates from all points to the Nelson, B.C. fair, as advertised.

3453. Damage to a shipment of flour from Montreal, Que., to Caraquet, N.B., via the Intercolonial railway.

3454. Alleged discrimination in freight rates between the towns of Kronau and Lajord on the Arcola line of the Canadian Pacific railway.

3455. Dangerous position in which elevator spouts and gates on cattle loading platforms are left when not in use, on railways in the western provinces.

3456. Canadian Express Company, for delay in delivering at Valleyfield, Que., medical requisites ordered from Montreal.

3457. Damage to a shipment of photographic negatives while in transit from Melville to Quinton, Sask., via the Grand Trunk Pacific railway.

3458. Freight rates on stone from Hagersville to Dunnville, Ont., as compared with rates from Hagersville to Welland, Ont.

3459. Unsatisfactory service rendered to the travelling public by the Grand Trunk and Canadian Northern Railway Companies at Washago, Ont.

3460. Refusal of the Grand Trunk Pacific Railway Company to accept C.N.R. car 141176, loaded with flour and groceries, at Saskatoon, for Landsis, Sask.

3461. Canadian Northern Railway Company, for carrying goods on to Brock, first station west of D'Arcy, Sask., when same are billed and prepaid to complainant at the latter point.

3462. Refusal of the Michigan Central Railway Company to reimburse complainants for fixing up a car so that it would be suitable for the shipping of grain.

3463. Non-fencing of the Great Northern Railway Company's right of way running through Creston district, B.C.

3464. Non-fencing of the Canadian Pacific Railway Company's right of way running through Creston district, B.C.

3465. Refusal of the Central Ontario Railway Company to route shipments of canned goods via the Grand Trunk railway at the same rates as via the Canadian Pacific railway, to the same points of destination.

3466. Shortage of cars at Hitchcock, Sask., on the Canadian Pacific railway.

3467. Shortage of cars at Madrid, Sask., on the Grand Trunk Pacific railway.

3468. Rates charged on a bull shipped from Straffordville to Tupperville, Ont., via the Canadian Pacific and Père Marquette railways.

3469. Dangerous level crossing over the Grand Trunk railway between Richmond and Corris, Que., known as "Jeffery crossing."

3470. Increase in rates on sand and gravel from Fonthill to Thorold and St. Catharines, Ont., by the Niagara, St. Catharines and Toronto Railway Company.

3471. Delay in the handling of import freight at Montreal wharf and in transit from that point.

3472. Delay of the railway companies in delivering freight in the city of Montreal, Que.

3473. Unsatisfactory station accommodation and train service of the Grand Trunk Railway Company at the village of Cedars, in the parish of St. Joseph de Soulanges, Que.

3474. Delay to a shipment of freight from Toronto to Woodstock, Ont., via the Canadian Pacific railway.

3475. Condition of the Canadian Northern Railway Company's station at Pine Orchard, Ont.

3476. Condition of crossings in the rural municipality of Walpole, Sask., on the Canadian Northern railway.

3477. Crossing of the Campbellford, Lake Ontario and Western Railway Company (C.P.R.), between lots 30 and 31, concession 1, township of Hope, Ont.

3478. Condition of crossings in the rural municipality of Walpole, Sask., on the Maryfield-Lethbridge branch of the Canadian Northern railway.

3479. Canadian Pacific Railway Company, for not accepting freight for shipment and delays to freight in their sheds at Ottawa, Ont.

3480. Shortage of cars at Webster, Sask., on the Canadian Northern railway.

3481. Refusal of the Canadian Pacific Railway Company to allow complainant to solicit passengers and baggage at their station at Edmonton, Alta.

3482. Delays on the Grand Trunk railway to shipments from Merritton, Ont.

3483. Proposed location of a station on the Cowichan branch of Esquimalt and Nanaimo railway in the District of North Cowichan, B.C.

3484. Alleged illegal and discriminating irregularities in the fares charged and ticket selling process of the Hull Electric Railway Company.

3485. Shortage of cars at Stornoway, Sask., on the Canadian Northern railway.

3486. Train service between Montreal and Lachine, Que., on the Grand Trunk railway.

3487. Rates charged by the Grand Trunk Pacific Railway Company on mineral water from Waterous to Winnipeg, Man., as compared with rates from Winnipeg to Montreal.

3488. Flooding of complainant's property at Westboro, Ont., owing to the Canadian Pacific Railway Company not constructing a drain to the culvert under their tracks.

3489. Delay to a range in transit from Darlingford, Man., to Riding Mountain, Man., via the Canadian Pacific and Canadian Northern railways.

3490. Trouble experienced in obtaining a satisfactory rate for a party from Truro to Windsor, N.S., and return, on the Dominion Atlantic railway.

3491. Delays to shipments of freight for Dummer, Sask., on the Canadian Pacific railway.

3492. Shortage of cars at Wardner, B.C., on the Canadian Pacific railway.

3493. Blocking of access to the Canadian Northern Railway Company's station at Warman, Sask., owing to the way trains come in and the layout of the freight yards.

3494. Refusal of the Canadian Pacific Railway Company to settle claim for cow killed by falling over a cliff made by their steam shovel near New Denver, B.C.

3495. Extra charge of the Canadian Pacific and Grand Trunk Railway Companies for delivering freight east of Aird avenue, Maisonneuve, Que.

3496. Shortage of cars at Forest, Ont., on the Grand Trunk railway.

3497. Lack of crossings over the Grand Trunk Pacific railway at roadways between sections 1 and 2, 2 and 3 and 3 and 4, township 17, range 25, W. 2 M., Sask.

3498. Railway companies not restricting carload rates to solid carloads of one commodity.

3499. Inconvenience caused by the strike of the Canadian Pacific Railway Company's freight handlers at Pembroke, Ont.

3500. Unsanitary conditions existing in the railway yards of the Canadian Pacific and Grand Trunk Railway Companies, east of Strachan avenue, Toronto, Ont.

3501. Dangerous condition of highway crossings on the Rossendale branch of the Canadian Northern Railway Company between sections 5 and 6-10-9, and between section 6-10-10 and section 1-10-11, W.P.M., Man.

3502. Refusal of the Canadian Pacific Railway Company to supply cars for the shipment of grain from the Brown Milling Company's elevator at Portage la Prairie, Man.

3503. Condition of fences along the right of way of the Canadian Northern Railway Company between Dufresne and St. Ann, Man.

3504. Unsatisfactory settlement made by the Campbellford, Lake Ontario and Western Railway Company, (C.P.R.), in connection with right of way across the complainant's property on lot 44, concession 9, township of Camden, Ont.

3505. Refusal of the Canadian Pacific Railway Company to settle claim for cow killed on their right of way through lack of fencing in the vicinity of Sirdar, B.C.

3506. Increase in rates on coal from Toronto to Orono, Ont., on the Canadian Northern Ontario railway.

3507. Proposed closing of the Brunette road in the municipality of Coquitlam, B.C., by the Great Northern Railway Company.

3508. Danger to the travelling public owing to rock slides on the line of the Canadian Pacific Railway Company.

3509. Grand Trunk Pacific Railway Company's loading platform at Fort Qu'Appelle, Sask., being too small.

3510. Refusal of the Campbellford, Lake Ontario and Western Railway Company, (C.P.R.), to provide complainant with a cattle pass on the west half of lot 45, concession 9, township of Camden, Ont.

3511. Dangerous level crossing over the Canadian Pacific railway at the side road between lots 21 and 22, Junction Gore, township of Gloucester, Ont.

3512. Moral condition of construction camps along the line of the Grand Trunk Pacific Railway Company in the province of British Columbia.

3513. Inability to obtain a joint rate of the Grand Trunk and Canadian Pacific Railway Companies on roofing rags from Portland, Me., to Portneuf, Que.

3514. Delay of the Canadian Pacific Railway Company in settling claim for an alleged overcharge in freight rates on a 'Digester' from Boston to Dryden, Ont.

3515. Location of station and condition of approach thereto, at No. 3 power house, Hamilton and Brantford Electric railway.

3516. Unsatisfactory train service on the Midland division of the Grand Trunk railway.

3517. Unsatisfactory connections between the Canadian Pacific and Canadian Northern Railway Companies' trains at Central Ontario Junction.

3518. Inadequate accommodation provided on the Grand Trunk Railway Company's trains between London and Wingham, Ont.

3519. Inadequate accommodation provided by the Grand Trunk Railway Company at Drummond Station, Ont.

3520. Refusal of the town of Beeton, Ont., to allow the Bell Telephone Company to put in a line to complainant's factory.

3521. Delay of the Canadian Northern Railway Company in settling for right of way through complainant's property at New Ottawa, Sask.

3522. Refusal of the Canadian Pacific Railway Company to lease ground for a hay warehouse at Lundbreck, Alta.

3523. Flooding of farm land by the Canadian Pacific Railway Company at Cabane Ronde, Que., owing to the construction of a new side track at that point.

3524. Delay of the Canadian Northern Railway Company in handling shipments of wood from Dumble and McOwan sidings to Prince Albert, Sask.

3525. Amount paid by the Campbellford, Lake Ontario and Western Railway Company, (C.P.R.), for right of way through property on the east half of lot 50, concession 9, township of Camden, Ont.

3526. Cattle killed owing to lack of fencing on the Canadian Northern railway in the vicinity of Erickson, Man.

3527. Shortage of cars at Sayward, B.C., on the Great Northern railway for the shipment of wood to Rossland, B.C.

3528. Instructions issued by the Canadian Pacific Railway Company to agent at Port Nicoll to load grain for export only, thus leaving local millers out of grain.

3529. Removal of switch by the Algoma Central and Hudson Bay Railway Company, leading from their main line to complainants' sawmill near Sault Ste. Marie, Ont.

3530. Delay of the Canadian Northern Railway Company in completing an extension to their line of twelve miles north of Hollywood, Man.

3531. Unsatisfactory train service and accommodation provided by the Quebec Central Railway Company, (C.P.R.), at Beauceville, Que.

3532. Proposed crossing of the Canadian Northern Ontario Railway Company on lot 28, concession 18, township of Ferris, Ont.

3533. Shortage of cars on the Grand Trunk Pacific railway at Logberg, Sask., for shipping grain.

3534. Shortage of cars on the Canadian Northern railway at Butler station, Man.

3535. Freight rates on coal from Edmonton, Alta., to Saskatoon, Sask., on the Canadian Northern railway.

3536. Inability of complainants to obtain any satisfaction from the Canadian Pacific Railway Company in connection with two claims outstanding against that company.

3537. Size and unsanitary condition of the Canadian Pacific Railway Company's stock yards at Shelburne, Ont.

3538. Shortage of cars on the Canadian Northern railway at Brock, Sask.

3539. Refusal of the Campbellford, Lake Ontario and Western Railway Company, (C.P.R.), to provide complainant with a cattle pass on the east half of lot 11, concession 7, township of Camden, Ont.

3540. Failure of the Campbellford, Lake Ontario and Western Railway Company, (C.P.R.), to construct an overhead crossing on complainant's property on lot 25, concession 2, township of Clarke, Ont.

3541. Removal of planks from complainant's crossing by the Grand Trunk Railway Company, at lot 21, B.F., township of Clarke, Ont.

3542. Freight rates charged by the Grand Trunk Railway Company on cut stone from Beebe Plain, Que., to Clinton, Ont.

3543. Removal of planks from crossings by the Canadian Pacific Railway Company, in the vicinity of Wakefield, Que.

3544. Inadequate accommodation provided by the Grand Trunk Railway Company at Kerwood, Ont., for the handling of freight.

3545. Dangerous level crossing over the Grand Trunk railway at Kerwood, Ont.

3546. Removal of planks from complainant's crossing by the Canadian Pacific Railway Company, near Cobden, Ont.

3547. Removal of planks from crossings by the Canadian Pacific Railway Company, in the vicinity of Almonte, Ont.

3548. Placing of snow fences on complainant's property at Renown, Sask., by the Canadian Pacific Railway Company.

3549. Inability of complainant to obtain any satisfaction from the Canadian Pacific Railway Company in connection with a claim against that company.

3550. Proposed increase in rates on brick by the Canadian Pacific Railway Company, from Milton to Toronto, Ont.

3551. Delay of Cartage Companies in calling for freight in the city of Montreal, Que.

3552. Inability of coal dealers at Brock, Sask., on the Canadian Northern railway, to secure delivery of their orders, resulting in that district being on the verge of a coal famine.

3553. Alleged excessive freight rates charged by the Canadian Pacific Railway Company on coal, from Quebec to St. Basile, Que.

3554. Lack of station agent at Leask, Sask., on the Canadian Northern railway.

3555. Loss of grip checked at the parcel room in the Canadian Pacific Railway Company's station at Winnipeg, Man.

3556. Blocking of water course by the Campbellford, Lake Ontario and Western Railway Company, (C.P.R.), on complainants' property near Belleville, Ont.

3557. Shortage of cars on the Temiscouata railway.

3558. Loss of a horse which died as a result of delay at Saskatoon, Sask., to car of settler's effects shipped from Calgary to Oyen, Alta., via the Canadian Pacific and Canadian Northern railways.

3559. Freight rates on vegetables from Terrace, B.C., and other points along the Skeena River, to Prince Rupert, B.C.

3560. Unsatisfactory train service of the Grand Trunk Railway Company for the handling of live stock from Paisley, Ont.

3561. Refusal of the Canadian Northern Railway Company to settle claim for cattle killed on their line in the vicinity of Vandura, Sask., owing to inadequacy of cattle guards.

3562. Excessive length of hours of enginemen and firemen on the Père Marquette railway.

3563. Lack of heated car service on the Canadian Pacific railway for the shipment of perishable goods from Quebec, Que.

3564. Removal of telephone from the Canadian Northern Railway Company's station at Leask, Sask.

3565. Shortage of cars on the Canadian Northern railway at Beadle, Sask.

3566. Damage to property through lack of proper drainage facilities on lot 2, concession 8, township of Elden, Ont., Georgian Bay and Seaboard Railway, (C.P.R.).

3567. Removal of complainant's crossing by the Ottawa, Northern and Western Railway Company (C.P.R.) on lot 6, range 10, township of Eardley, Que.

3568. Moving of pay station from Conway, Ont., to Adolphustown, Ont., by the Bell Telephone Company.

3569. Refusal of the Campbellford, Lake Ontario and Western Railway Company (C.P.R.) to reimburse complainant for moving buildings away from their line on lot 13, concession 7, township of Camden, Ont.

3570. Refusal of the Canadian Northern Railway Company to provide complainant with a crossing on his property in the township of Lyon, district of Thunder Bay, Ont.

3571. Delay to a shipment of apples from Oakville to Toronto, Ont., via the Grand Trunk railway.

3572. Condition of passenger trains on the Grand Trunk railway between Montreal and Brockville, and train service of the Brockville and Westport Railway Company.

3573. Delay of the Canadian Northern Railway Company in delivering at Winnipeg, Man., a car of barley shipped from Melfort, Sask.

3574. Proposed change in location of the Canadian Pacific railway through Banff, Alta.

3575. Delay of the Canadian Northern Railway Company in handling milk shipments from Fort Saskatchewan to Edmonton, Alta.

3576. Rate charged by the Dominion Express Company on a turkey shipped from Desbarats, Ont., to Bar River, Ont.

3577. Shortage of cars on the Canadian Northern railway for the shipment of grain from Lashburn, Sask.

3578. Shortage of cars on the Canadian Northern railway at Brooking, Sask.

3579. Discrimination by the Canadian Pacific Railway Company in the matter of car supply at Gleichen, Alta.

3580. Refusal of the Great Northern Railway Company to settle claim for cow killed on their line in the vicinity of Myncaster, B.C.

3581. Refusal of the Canadian Pacific Railway Company to settle claim for damage to shipment of apples by frost, while in transit from Macleod to Claresholm, Alta.

3582. Refusal of the Canadian Pacific Railway Company to settle claim for horse killed on their line about three miles east of Laggan, Alta.

3583. Failure of the Canadian Northern Railway Company to supply feed and water for stock at certain points along their line.

3584. Excessive length of hours of employees of the Canadian Pacific Railway Company running out of Moosejaw, Sask.

3585. Condition of fences along the right of way of the Grand Trunk Pacific railway on the northwest quarter of section 3-17-27, W. 2 M., Sask.

3586. Unsatisfactory distribution of cars by the Canadian Pacific Railway Company at Guernsey, Sask.

3587. Shortage of cars on the Canadian Northern railway at Glenavon, Sask.

3588. Alleged refusal of the Grand Trunk Pacific Railway Company's agent at Landis, Sask., to accept a telegram addressed to the Minister of Railways.

3589. Refusal of the Grand Trunk Pacific Railway Company to accept at Edmonton for team track delivery, coal from Morinville, Alta., on the Canadian Northern railway.

3590. Freight rates on malt from Minneapolis to Lethbridge, Alta., via the Canadian Pacific railway.

3591. Condition of fencing on the Vancouver, Victoria and Eastern railway between Cloverdale and Aldergrove, B.C.

3592. Freight rates on a shipment of knitted goods from Marieville to Montreal, Que., via the Central Vermont railway.

3593. Refusal of the Canadian Northern Railway Company to settle claims for freight short at Brooking, Sask.

3594. Passenger rates charged by the London and Lake Erie Railway Company between Lambeth and London, Ont.

3595. Refusal of the Canadian Pacific Railway Company to entertain claim for seven horses killed on their right of way in the vicinity of Theodore, Sask.

3596. Rates for the carriage of freight traffic upon railway lines operating in Canada west of Port Arthur.

3597. Classification of "Spramotors" being shipped from London, Ont., to the Pacific coast.

3598. Rate on green last blocks from points on the Boston and Maine railroad in Canada to Richmond, Que.

3599. Shortage of cars on the Canadian Pacific railway for the shipment of grain from Castor, Alta.

3600. Shortage of cars on the Canadian Pacific railway at Crossfield, Alta.

3601. Shortage of cars for the loading of grain at Cudworth, Sask., on the Grand Trunk Pacific railway.

3602. Refusal of the Canadian Pacific Railway Company to compensate complainant for ox killed on their right of way one mile east of Viceroy, Sask.

3603. Refusal of the Canadian Pacific Railway Company to settle claim for lamp chimneys and lantern globes broken in transit.

3604. Delay in getting live stock transferred from the Grand Trunk Pacific to the Canadian Northern Railway Company's yards at Edmonton, Alta.

3605. Damage to a shipment of apples by frost at Dunallen, Man., owing to failure of the Canadian Pacific Railway Company's agent to advise consignee of arrival

3606. Dangerous level crossing over the Grand Trunk railway at the main road near Hanover, Ont.

3607. Shortage of cars on the Canadian Pacific railway for the shipment of grain from Pambrun, Sask.

3608. Failure of the Canadian Pacific Railway Company to bulletin the probable hour of arrival of trains at Douglas and Eganville, Ont.

3609. Unsatisfactory connections between trains of the Ottawa and New York and Canadian Pacific Railway Companies, at Finch, Ont.

3610. Shortage of cars on the Canadian Northern railway at Muenster, Sask.

3611. Delay in transferring from Hull, Que., to Ottawa, Ont., cars of lumber loaded on the Canadian Pacific railway in Hull, for shipment via the Grand Trunk railway from Ottawa.

3612. Service rendered by the Grand Trunk Railway Company at Kingston, Ont.

3613. Failure of the Canadian Northern Railway Company to provide the necessary cars for stock, and supply water in its yards at points on its line of railway in the province of Saskatchewan.

3614. Refusal of the Canadian Northern Railway Company to entertain claim for steer killed on their line through lack of fencing on section 18-54-4, W. 5 M., Alta.

3615. Shortage of cars on the Canadian Northern railway at Ruddell, Sask.

3616. Alleged excessive charges by the Atlantic, Quebec and Western Railway Company on a car of machinery shipped from Quebec to Grande Rivière, Que.

3617. Train service provided by the Canadian Northern Quebec Railway Company from Grand Mère to Montreal, Que., on the morning of January 2, 1913.

3618. Alleged excessive rates charged by the Grand Trunk Railway Company on a shipment of goods to St. Dominique, Que.

3619. Proposed discontinuance of the delivering of cars to complainants' siding at Brantford, Ont., by the Toronto, Hamilton and Buffalo Railway Company, owing to the non-payment of a disputed demurrage account.

3620. Inability of complainant to secure delivery of coal orders at Osgoode, Ont., on the Canadian Pacific railway.

3621. Refusal of the Canadian Pacific Railway Company to settle claim for horse killed in the vicinity of Wilkie, Sask., owing to removal of cattle guards.

3622. Delay of the Bell Telephone Company in transferring a telephone in the city of Montreal, Que.

3623. Dangerous level crossing over the Canadian Pacific railway at Glen Major, Ont.

3624. Lack of farm crossing over the Canadian Northern railway on complainant's property in the northeast quarter of section 10-33-4, W. 2 M., Sask.

3625. Canadian Pacific Railway Company's warehouse storage tariff E-2103, C.R.C. E-2501.

3626. Rates on grain and grain products in the province of British Columbia.

3627. Service of the Canadian Pacific Railway Company at the village of Forward, Sask.

3628. Proposed extension of Fischer avenue across the tracks of the Canadian Northern railway in the town of The Pas, Man.

3629. Shortage of cars on the Canadian Pacific railway at Meath, Ont.

3630. Delay to shipments from Chapleau to Toronto, Ont., on the Canadian Pacific railway.

3631. Rate charged by the Canadian Pacific Railway Company on coal from Halkirk to Coronation, Alta., as compared with the rate from Coronation to Consort, Alta.

3632. Storage charges of railway companies.

3633. Shortage of cars for the shipment of grain on the line of the Canadian Northern Railway Company, at Denholm, Sask.

3634. Dangerous level crossings over the Canadian Northern railway at Chinook, Alta.

3635. Poor lighting of coaches on trains of the Great Northern Railway Company.

3636. Blocking of farm crossing by trains of the Canadian Pacific Railway Company just west of Romford Junction, Ont.

3637. Refusal of Grand Trunk Pacific Railway Company to settle claim for horse killed on their right of way in the vicinity of Junkins, Alta., through lack of fencing.

3638. Shortage of cars on the Canadian Pacific Railway at Luseland, Sask.

3639. Shortage of cars on the Great Northern railway at Salmo, B.C.

3640. Rate charged by the Algoma Central Railway Company on shipments of wood from Island Lake to Sault Ste. Marie, Ont.

3641. Lack of shelter for passengers at Eddy station, township of Dawn, Ont., on the Michigan Central railroad.

3642. Refusal of the Grand Trunk Pacific Railway Company to settle claim for two horses killed on their right of way between Stony Plain and Carvel, Alta.

3643. Storage charges of the Grand Trunk Railway Company on two bundles of wall paper at Toronto, Ont.

3644. Excesive freight rates on grain in the western provinces.

3645. Refusal of the Canadian Pacific Railway Company to settle claim for loss occasioned by the negligence of said company in handling a shipment of theatrical effects.

3646. Removal of planks from farm crossing by the Canadian Pacific Railway Company, on lot 23, concession 2, township of Ross, Ont.

3647. Delay in transit to shipment of apples from Ailsa Craig, Ont., to Virden, Man., via the Grand Trunk and Canadian Pacific railways.

3648. Excesive freight rate charged by the Canadian Pacific Railway Company on gravel from Phalen's Pit to Sturgeon Falls, Ont.

3649. Refusal of the Canadian Pacific Railway Company to settle claim for a quantity of oats destroyed by fire near Keddleston, Sask., caused by sparks from their engine.

3650. Inability of the Grand Trunk Railway Company to handle its Hamilton, Ont., business.

3651. Killing of stock on the line of the Vancouver, Victoria and Eastern Railway Company through lack of proper fencing

3652. Shortage of cars on the Canadian Pacific railway at Halkirk, Alta.

3653. Shortage of cars on the Canadian Northern railway at Candiac station, Sask.

3654. Annoyance caused by trains of the Grand Trunk Railway Company shunting in the vicinity of a church at Caledonia, Ont., during the hours of Sunday service.

3655. Failure of the Campbellford, Lake Ontario and Western Railway Company (C.P.R.), to carry out agreement with complainant in connection with cattle pass on his property on the west half of lot 43, concession 9, township of Camden, Ont.

3656. Dangerous level crossing over the Grand Trunk railway near station at Glen Robertson, Ont.

3657. Condition of cattle pass under the Canadian Northern railway on complainant's property on lot 5, concession 10, township of Chisholm, Ont.

3658. Demurrage charges of the Canadian Pacific Raliway Company on a car of household effects at Neepawa, Man., shipped from Pilot Mound, Man.

3659. Shortage of cars on the Canadian Northern railway at Carmel Station Sask.

3660. Application of the Canadian Pacific and Grand Trunk Railway Companies to add supplements to their tariffs to cover the use of their scales in the weighing of live stock.

3661. Freight charges on a car of coal from Suspension Bridge, N.Y., to Blenheim, Ont., and from Blenheim to Ridgetown, Ont., via the Père Marquette railroad.

3662. Delay at Windsor, Ont., on the Canadian Pacific Pacific railway to a car of brick shipped from Shawnee, Ohio, to Mile End station, Montreal, Que.

3663. Action of the Okanagan Telephone Company, Ltd., in refusing connections with Government telephone lines.

3664. Action of the Canadian Pacific Railway Company in discontinuing the practice of accepting bills of lading for cars for delivery in their outlying yards, such as Mile End and Hochelaga at Montreal, Que.

3665. Unsatisfactory service of the Quebec Railway, Light, Heat and Power Company on their line from Quebec city to Kent-House Park.

3666. Inability of farmers on the Canadian Northern railway to ship flax to Minneapolis which is paying three cents over Winnipeg.

3667. Delay at Leaside Junction on the Canadian Pacific railway to a car of corn shipped from Chicago, Ill., to Bannockburn, Ont.

3668. Delay of the Canadian Northern Railway Company in moving a carload of wheat from Bruno, Sask.

3669. Conditions on bills of lading in reference to responsibility of railway companies in the matter of settlement of claims for goods damaged in transit.

3670. Freight charges on shipment of household effects from Stratford, Ont., to Vancouver, B.C., via the Grand Trunk and Great Northern railways.

3671. Delay to a car of beans shipped from Blenheim, Ont., to Halifax, N.S., via the Canadian Pacific and Intercolonial railways.

3672. Freight rates charged by the Quebec Oriental and the Atlantic, Quebec and Western Railway Companies.

3673. Discrimination against Brandon, Man., in favour of Winnipeg, Man., by the Canadian Pacific Railway Company in the matter of freight rates on moulding sand and scrap iron from Duluth, St. Paul and Minneapolis.

3674. Proposed building of a spur line by the Canadian Northern Railway Company along the bank of the Rainy river and over the Rainy River Colonization road, south of lots 20 and 21, in the town of Fort Francis, Ont.

3675. Dangerous level crossing over the Grand Trunk railway at Mill street in the town of Milverton, Ont.

3676. Dangerous level crossing over the Canadian Pacific railway at Main street, in the town of Milverton, Ont.

3677. Shortage of cars on the Canadian Northern railway at Kakebeka Falls, Ont.

3678. Freight rates between Montreal, Que., and Sarnia, Ont., as compared with rates between Montreal and Windsor, Goderich, and other towns in western Ontario.

3679. Embargo of the Canadian Pacific Railway Company on shipments from Fort William to Cartier, Ont.

3680. Delay of the Grand Trunk Pacific Railway Company in laying their steel to Loverna, Sask.

3681. Express charges on fruit shipments from Peachland, B.C.

3682. Alleged excessive charges of the Dominion Express Company on a small casting shipped from Trenton to Kemptville, Ont.

3683. Delay to, and charges on, shipment of veal by the Dominion Express Company, from Belle Plain to Moosejaw, Sask.

3684. Lack of fencing on the Grand Trunk Pacific railway on the southwest quarter of section 11-6-8, W. 2. M., Sask.

3685. Incorrect information given by the Canadian Pacific Railway Company as to arrival of their train No. 3 at Vancouver, December 11, 1912.

3686. Delay to a shipment of slate from Bangor, Pa., to Quebec, Que., via the Lehigh Valley and Grand Trunk railways.

3687. Dangerous condition of high tension wires of the Dominion Power and Transmission Company along the right of way of the Grand Trunk Railway Company in the vicinity of complainant's plant on Sherman avenue, Hamilton, Ont.

3688. Demurrage charges of the Canadian Pacific Railway Company on a car of grain delayed on account of the negligence of their agent at Luseland, Sask.

3689. Delay on the Canadian Northern railway to a shipment of household goods from Keewatin, Ont., to Bandette, Minn.

3690. Unsatisfactory service of the Grand Trunk Railway Company between Coboconk and Lindsay, Ont.

3691. Delay of the Canadian Northern Railway Company in settling for right of way through complainant's property at Brooking, Sask.

3692. Shortage of cars on the Canadian Northern railway at Marshall, Sask.

3693. Alleged refusal of the Canadian Pacific Railway Company to accept eastern grain shipments which are ordered direct to destination.

3694. Lack of station and agent at Dixie, Ont., on the Canadian Pacific railway.

3695. Delay to a shipment of radiators from Ottawa, Ont., to Aylmer, Que., via the Canadian Pacific railway.

3696. Uncompleted condition of the Canadian Northern railway between Macleod and Pincher Creek, Alta.

3697. Dangerous level crossing over the Dominion Atlantic railway east of of the station at Waterville, N.S.

3698. Service of the Quebec Oriental Railway Company between Matapedia and Gaspé, Que.

3699. Condition of fences on right of way of the Quebec Oriental Railway Company in the municipality of Mann, Que.

3700. Unsatisfactory mail service of the Bay of Quinte Railway Company between Napanee and Tamworth, Ont.

3701. Unsatisfactory heating of the Grand Trunk Railway Company's station at Burford, Ont.

3702. Delay of the Canadian Northern Railway Company in moving carloads of grain from Maymont, Sask.

3703. Refusal of the Canadian Pacific Railway Company to entertain claim for loss of horses that died as a result of drinking poisonous water at the Lethbridge, Alta., stock yards.

3704. Condition of locomotives running out of Prince Albert, Sask., on the Canadian Northern railway.

3705. Condition of the Canadian Northern Quebec Railway Company's station at Dugas, Que.

3706. Loss by the Canadian Express Company, of a box of lobsters shipped from Halifax, N.S., to Valleyfield, Que.

3707. Delay of the Canadian Pacific Railway Company in placing a car of wheat for unloading at Fort William, Ont.

3708. Dangerous level crossing over the Kingston and Pembroke railway at the Renfrew and Douglas road in the township of Admaston, Ont.

3709. Extra charge of Cartage Company at Toronto, Ont., for work involved in breaking up a shipment for delivery to thirteen different consignees.

3710. Refusal of the Canadian Pacific Railway Company to provide complainant with a cattle pass on his property at Woodlands, N.B.

3711. Unsatisfactory suburban service of the Canadian Pacific Railway Company between Guelph and Toronto, Ont.

3712. Damage by fire to field of flax on complainant's property on the south half of section 16-29-18, W. 3. M., Sask., Canadian Northern railway.

3713. Flooding of complainant's property through lack of culverts on the Canadian Northern railway in the vicinity of Homewood, Man.

3714. Delays of the Grand Trunk Railway Company in placing cars in Toronto yards.

3715. Damage to sugar bush by the Campbellford, Lake Ontario and Western Railway Company in changing their location across lots 34 and 25, concession 4, township of Tyendinaga, Ont.

3716. Refusal of the Canadian Pacific Railway Company to settle claim for shortage in shipment of wheat to Fort William, Ont.

3717. Express rates on magazines from Prince Albert to Fort Qu'Appelle, Sask.

3718. Refusal of the Grand Trunk Railway Company to deliver shipments to complainant's spur at Wallaceburg, Ont., in gondola cars.

3719. Canadian Pacific Railway Company, for allowing sewage from an hotel at Iberville Junction, Que., to drain across their right of way onto complainant's land.

3720. Inability of complainants to ship lumber to Montreal points owing to the Canadian Pacific Railway Company refusing to accept C.N.R. cars.

3721. Freight rates on carload of hay shipped from Escuminac, Que., to Grand River, Que., via the Quebec Oriental and Atlantic, Quebec and Western railways.

3722. Alleged discrimination by the Canadian Pacific Railway Company in the distribution of empty cars to lumber manufacturers in British Columbia.

3723. Dangerous level crossing over the Canadian Northern railway at Water street, Winnipeg, Man.

3724. Freight rates of the Canadian Pacific Railway Company on lumber shipments from Beausejour, Man.

3725. Extra charge of the Canadian Pacific Railway Company on coal delivered to complainants for consumption in their plant on the Humber river, west of Toronto, Ont.

3726. Cartage charges on a shipment of paper straws from Toronto, Ont., to Montreal, Que., via the Grand Trunk railway.

3727. Alleged discrimination by the Canadian Pacific Railway Company in the distribution of empty cars, and their refusal to supply complainant with same.

3728. Dangerous level crossings over the Dominion Atlantic railway in the vicinity of Waterville, N.S.

3729. Unsatisfactory passenger service on the Port Arthur Division of the Canadian Northern railway.

3730. Switching charges on carloads of grain from complainants' elevator on the Great Northern railway in South Vancouver, B.C., to the Canadian Pacific railway.

3731. Refusal of the Canadian Pacific Railway Company to switch carloads of empty barrels to complainant's siding from their stores department at Winnipeg, Man.

3732. Excessive freight rates of the Great Northern Railway Company on ore from Salmo to Nelson, B.C.

3733. Freight tariff of the White Pass and Yukon Railway Company on portage between Taku Arm and Atlin Lake.

3734. Proposed expropriation of property at Regina, Sask., by the Canadian Northern Railway Company for the construction of spur tracks.

3735. Freight rates of the Canadian Pacific Railway Company on a shipment of household goods from Vancouver Island, B.C., to Bawlf, Alta.

3736. Alleged overcharge on a car of asbestos product shipped from Milwaukee to Dryden, Ont.

3737. Shortage of cars on the Canadian Northern railway at Fielding, Sask.

3738. Delay in transit to car of oats shipped from Denzil, Sask., to Fort William, Ont., via the Canadian Pacific railway.

3739. Unsatisfactory service of the Canadian Northern railway at Legal, Alta.

3740. Fares charged by the Dominion Atlantic Railway Company between Newport station and Windsor, N.S.

3741. Refusal of the Canadian Pacific Railway Company to entertain claim in connection with overcharge on car of coal shipped to Plantagenet, Ont.

3742. Unsatisfactory train service of the Canadian Pacific Railway Company to and from Madrid station, Sask.

3743. Condition of crossings over the Atlantic, Quebec and Western railway in the district of St. Adelaide de Pabos, Que.

3744. Excessive rates charged by the Bell Telephone Company for telephone service in North Toronto, Ont.

3745. Grand Trunk Railway Company, for leaving cars of dynamite standing on Blue Bonnet siding near Ville Ste. Pierre, Que., for a considerable length of time.

3746. Loss of a parcel shipped from Ottawa, Ont., to Roleau, Sask., via the Dominion Express Company.

3747. Manner in which the Algoma Central Railway Company are constructing bridge across the West river near Loon Lake, Ont.

3748. Freight rates on fire bricks from St. Paul or Minnesota transfer to points in Canada.

3749. Passenger rates of the Canadian Northern Railway Company between Toronto and Orono, Ont.

3750. Failure of the Campbellford, Lake Ontario and Western Railway Company, (C.P.R.), to file with the assessment commissioner of the municipality, a statement of the lands they had acquired for right of way purposes, in the township of Clarke, Ont.

3751. Additional charge by railway companies of ten cents for manifest fee.

3752. Alleged excessive freight rates on car of settlers' effects shipped from Wawota to Artland, Sask., via the Canadian Pacific and Grand Trunk Pacific railways.

3753. Expropriation of land by the Canadian Pacific Railway Company in the southwest quarter section of township 22, range 25, W. 3 M., Sask.

3754. Proposed action of the Canadian Pacific Railway Company in discontinuing the maintenance of a station at Grand Forks, B.C.

3755. Unsatisfactory freight service of the Grand Trunk and Canadian Pacific Railway Companies for the shipment of fresh meats from Chatham, Ont., to eastern markets.

3756. Rate charged by the Canadian Pacific Railway Company on a car of barley shipped from Sedgewick, Alta., to Winnipeg, Man.

3757. Inadequate car sealing system of the Grand Trunk Railway Company.

3758. Express rates between Montreal, Que., and Shubenacadie, N.S.

3759. Stock killed on the Canadian Northern railway in the vicinity of Katrime, Man., owing to lack of proper fencing and cattle guards.

3760. Classification of liquid soap in barrels.

3761. Classification given to articles generally known as "plumbers' supplies."

3762. Condition of the Grand Trunk Railway Company's track between North Bay and Toronto, Ont.

3763. Delay of the Grand Trunk Pacific Railway Company in unloading car of grain at Fort William, Ont., shipped from Coblenz, Sask.

3764. Condition of the roadbed of the Grand Trunk Railway Company in the vicinity of Cayuga, Ont.

3765. Blocking of crossing over the Michigan Central railway on the gravel road between the townships of Sandwich East and Sandwich West, at the east end of the Windsor yards.

3766. Canadian Northern Railway Company's proposed elevated tracks across the Haymarket square in the city of Montreal, Que.

3767. Loss and inconvenience caused by the widening of the Canadian Pacific Railway Company's right of way in the vicinity of Erickson, B.C.

3768. Bell Telephone Company's rates over party line in connection with its Huntingdon, Que., exchange.

3769. Shortage of cars on the Canadian Northern railway at Sleeman, Ont.

3770. Danger to pedestrians crossing the Victoria bridge, leading from Point St. Charles to St. Lambert, Que., after dark, owing to there being no lights.

3771. Damage to railway right of way fences by farmers in the vicinity of Dunn and Portage la Prairie, Man.

3772. Condition of the Canadian Northern Quebec Railway Company's station at Ste. Marie Salomee, Que.

3773. Rate on coal from Matapedia to Cape Cove, Que., via the Quebec Oriental and Atlantic, Quebec and Western railways.

3774. Inconvenience and expense incurred owing to lack of connection between the Grand Trunk and Central Ontario railways at Trenton, Ont., for Picton, Ont.

3775. Delay on the Grand Trunk railway to a shipment of rubber hose and belting from Passaic, N.J., to Ouitchowan Falls, Que.

3776. Unsatisfactory handling of freight by the Canadian Northern Railway Company at Port Arthur, Ont.

3777. Delay to a car of starch shipped from Cardinal, Ont., to Regina, Sask., via the Grand Trunk and Grand Trunk Pacific railways.

3778. Freight and demurrage charges on a car of posts shipped from Whitemouth, Man., on the Canadian Pacific railway, to Mentmore siding, on the Canadian Northern railway.

3779. Dangerous level crossing over the Central Ontario railway at Hastings road, about one mile south of Bancroft, Ont.

3780. Proposed increase in switching rates as covered by Tariffs G.T., C.R.C. E-2677 and C.P., C.R.C., E-2538.

3781. Dangerous level crossing over the Grand Trunk railway at Perth road, one mile north of Kingston, Ont.

3782. Service rendered by the Bell Telephone Company in the city of Toronto, Ont.

3783. Alleged excessive charges of the Bell Telephone Company for the installation of a private telephone at Montreal, Que.

3784. Alleged excessive charge of the Canadian Express Company on a parcel of toys shipped from Toronto, Ont., to Newport Centre, Que.

3785. Lack of fire guards on the Canadian Northern railway where it crosses section 9-50-2, W. 4 M., Alta.

3786. Delay of the Canadian Northern Railway Company in moving a car of wheat loaded at Vawn, Sask.

3787. Rate charged on settler's effects shipped from Creston, B.C., to Canfield Junction, Ont., via the Canadian Pacific railway.

3788. Unsatisfactory train service provided by the Canadian Pacific Railway Company at Arden and Mountain Grove, Ont.

3789. Unsatisfactory switching service of the Canadian Pacific Railway Company at complainant's works at West Toronto, Ont.

3790. Delay of the Canadian Northern Railway Company in moving two cars of wheat from Brancepeth, Sask.

3791. Switching charges of the Toronto, Hamilton and Buffalo Railway Company on a car of coal shipped from Buffalo, N.Y., for delivery to the Grand Trunk Railway Company at Hamilton, Ont.

3792. Refusal of the Canadian Pacific Railway Company to allow complainants twenty-four hours, under rule 2 of the Car Service Rules, for designating the points at which they desire cars placed for unloading at Mile End.

3793. Refusal of the Canadian Pacific Railway Company to settle claim for horse killed in the vicinity of Purple Springs, Alta.

3794. Alleged excessive charge of the Dominion Express Company on two sacks of flour shipped from Elstow to Blucher, Sask.

3795. Delay to a car of wheat shipped from Drake, Sask., to Fort William, Ont., via the Canadian Pacific railway.

3796. Storage rates charged on baggage by railway companies in Western Canada.

3797. Uncompleted condition of Canadian Northern Railway Company's crossing at main road leading to the village of Glenavon, Sask., north of section 24-14-9, W. 2. M.

3798. Shortage of cars on the Temiscouata and Intercolonial railways.

3799. Shortage of cars on the Canadian Northern railway at Spring Creek, Sask.

3800. Unsatisfactory train service provided by the Canadian Pacific Railway Company at Blandford station, Ont.

3801. Unsatisfactory train service of the Grand Trunk Railway Company between Toronto and Peterboro, Ont.

3802. Inadequate accommodation of the Grand Trunk Railway Company for handling freight at Quebec, Que.

3803. Lack of fencing on the Canadian Northern Railway in the vicinity of Katrime, Man., resulting in horses being killed.

3804. Inability of complainant to obtain settlement of claim for damage to shipment of apples by frost while in transit from Bowmanville, Ont., to Winnipeg, Man., via the Grand Trunk Railway, Northern Navigation Company and Canadian Pacific railway.

3805. Inability of complainant to obtain wages due him from the Canadian Northern Railway Company.

3806. Shortage of cars on the Canadian Pacific railway for the shipment of produce from the St. John, N.B., valley.

3807. Cancellation contained in Supplement No. 7 to Great Northern Railway Company's Tariff C.R.C. 885, taking out through rates on lumber from Baynes and Waldo, B.C., via Fernie, B.C., to Canadian Pacific Railway points.

3808. Refusal of the Dominion Atlantic Railway Company to honour return portion of ticket between Boston and Hantsport, N.S., which was sold to complainant as an 'unlimited' ticket.

3809. Rate on mill feeds shipped from Lethbridge, Alta., to Sweet Grass, Montana, over the lines of the Canadian Pacific and Great Northern Railway Companies.

3810. Erection of snow fences on complainant's property by the Canadian Pacific Railway Company at Perdue, Sask.

3811. Inconvenience experienced by complainant and friends through being put off the train at the wrong station when travelling from Edmonton to Junkins, Alta., via the Grand Trunk Pacific railway.

3812. Proposed removal of the Canadian Pacific Railway Company's station from its present site at Burdett, Alta.

3813. Canadian Pacific Railway Company's toll of $5 per car for switching lumber from complainants' siding at Port Arthur to the interchange between the C. P. R. and C. N. R. at Port Arthur, on traffic destined for delivery on C. N. R. sidings at Westfort.

3814. Flooding of complainants' land at Arnprior, Ont., owing to the Canadian Pacific Railway Company's culvert being too small.

3815. Canadian Pacific Railway Company's schedule of rates to apply on building materials shipped to Montreal, Que.

3816. Delay of the Temiskaming and Northern Ontario Railway in settling claim for box of clothing lost in transit from North Bay to Cobalt, Ont.

3817. Condition of the Canadian Northern Railway Company's station at Morinville, Alta.

3818. American Express Company's charge on a package of furs shipped from Kingston, Ont., to Corry, Pa.

3819. Freight rates on grain and salt from Essex and Windsor, Ont., to Cordova Mines, Ont.

3820. The numerous accidents occuring in the Michigan Central Railroad Company's 'hump' yard at Windsor, Ont.

3821. Freight service of the Canadian Northern Railway Company at Picton, Ont.

3822. Unsatisfactory connections of the Canadian Northern railway with the Grand Trunk railway with regard to points east of Trenton, Ont.

3823. Lack of shelter for passengers and freight at 'Meadows Spur' in the Beaver valley, B.C., on the line of the Great Northern Railway Company.

3824. Express charges on a parcel of raw furs shipped from Alix, Alta., to Corry, Pa.

3825. Express charges on shipments from Montreal and all points east of Trenton, Ont., to Picton, Ont.

3826. Delay in delivery at Picton, Ont., of express shipments from points east of Trenton, Ont.

3827. Condition of the Hallboro-Beulah branch of the Canadian Northern Railway Company.

3828. Delay in transit to car of wheat shipped from Fielding, Sask., to Port Arthur Ont., via the Canadian Northern railway.

3829. Delay of the Canadian Northern Railway Company in settling for right of way through complainant's land.

3830. Refusal of the Campbellford, Lake Ontario and Western Railway Company to provide complainant with a cattle pass on his property in lots 22 and 23, concession 4, township of Hinchinbrooke, Ont.

3831. Uncompleted state of the Canadian Pacific Railway Company's Lacombe-Moose Jaw branch.

3832. Closing of farm crossing and ditch by the Grand Trunk Railway Company at Huntingdon, Que.

3833. Uncompleted condition of the Canadian Pacific Railway Company's Kerrobert-Wilkie branch.

3834. Delay of the Canadian Northern Railway Company in moving a shipment of oats loaded at Ridgeville, Man.

3835. Alleged excessive charges on a shipment of coal from Colgate to Goodwater, Sask., and from Colgate to Radville, Sask., via the Canadian Northern railway.

APPENDIX "B."

LIST OF APPLICATIONS HEARD AT PUBLIC SITTINGS OF THE BOARD FOR THE YEAR ENDING THE 31st OF MARCH, 1913.

3378. Application, K. and P. Ry., under section 167, for approval of plans showing proposed alteration of location of station at Godfrey, Ont. File 19099.

Order made refusing the application.

3379. Application, C.V. Ry., for authority to construct connection from main track of the said C.V. Ry. at mile 1·8 from Farnham, Que., northwesterly to connection with C.P.R. spur to military camp and to use said spur. File 17794. (Adjourned hearing).

Order made granting the application subject to certain terms and conditions as set forth in the order. See order No. 16466.

3380. Application, C.L.O. and W. Ry., under section 159, for an order authorizing the location of a portion of its Glen Tay to Belleville branch line from mile 15, on the westerly boundary of the township of South Sherbrooke, thence in a southwesterly direction across the townships of Oso, Bedford and Hinchinbrooke, crossing the tracks of the K. and P. Ry. near its Parham station, to the westerly boundary of the township of Hinchinbrooke at mile 38·5, all in the county of Frontenac, Ont. File 3701.6.

Order made granting the application.

3381. Application, C.L.O. and W. Ry., under section 159, for an order approving the location of its Glen Tay to Cobourg line from mileage 38·5, (Glen Tay being at mileage zero), at the eastern boundary of the township of Sheffield, thence in a southwesterly direction to mileage 58·5 at the western boundary of the township of Richmond, all in the united counties of Lennox and Addington. File 3701.10.

Order made granting the application.

3382. Application, C.L.O. and W. Ry., under section 159, for an order approving the location of its Glen Tay to Cobourg line from mileage 38·5, (Glen Tay being at mile zero), through the townships of Tyendinaga and Thurlow, to mileage 75·45 at the eastern boundary of lot 9, concession of the said township of Thurlow. File 3701.11.

Order made approving the location from mile 68 to 75·45.

3383. Application, C.L.O. and W. Ry., under sections 159 and 167, for an order (*a*) approving the location of a portion of its Glen Tay to Cobourg line from a point on lot 23, concession 1, township of Sydney, county of Hastings, province of Ontario, at mileage 79·5 (from Glen Tay), thence in a westerly direction to the western boundary of the town of Trenton (also being the western boundary of the county of Hastings) in the said township of Sydney, at mileage 88·21, and (*b*) authorizing the applicant company to take possession of a portion of the C.N.O. Ry. Co.'s right of way at mileage 79·5. File 3701.7.

Order made authorizing the railway company to take possession of a portion of the C.N.O. Railway Company's right of way, as shown on plan filed with the Board.

3385 follows 3383. Application, C.N.O. Ry., for an order authorizing the operation of its trains across the tracks of the C.P.R., and G.T.R. at the St. Lawrence and Ottawa Junction on the east side of the Rideau River, near Ottawa, Ont. File 3878.244. NOTE: Board will take up matter of operation of interlocking plant by two towers instead of one.

Order made directing the C.N.O. Ry. Co. to pay the cost of the change proposed to be made to the interlocking plant at the crossing in question. Cost of maintain-

ing the said interlocking plant to be divided equally between the New York and Ottawa Ry. Co., the C.P. Ry Co., the G.T. Ry Co. and the C.N.O. Ry. Co. See order No. 16451.

3386. In *re* application of J. Y. Rochester, *et al.*, for an order, under section 233, directing the G.T.P. to construct a bridge across part of the entrance to Cameron bay so as to leave an entrance of 45 feet for the passage of barges and other small craft beneath the same from Prince Rupert harbour to the said Cameron bay. *Note:* The G.T.P. is required to show cause why an order should not go imposing a penalty on the company for non-observance of order 15735.

3387. Application of the G.T.P. for an extension of time to comply with order 15735, in connection with application of J. Y. Rochester, *et al.* File 3452.30.

Order made directing that the G.T.P. Ry. Co. be subject to a penalty of $100 a day for every day from May 13, 1912, that the work required to be constructed under order 15735, remains uncompleted. See order 16503.

3388. Application, city of Ottawa, Ont., under section 238, for an order directing the G.T.R. to provide for the protection, safety and convenience of the public, where the railway company crosses Bronson avenue, by carrying the highway over the company's tracks at such point, and by constructing and maintaining a bridge or such other work as may be necessary therefor. File 10488.

Order made directing the crossing at Bronson avenue, in the city of Ottawa, be protected by overhead structure, the cost of the work, including abutal, or land damages to be divided as follows:—20 per cent (not exceeding the sum of $5,000) to be paid out of the Railway Grade Crossing Fund, one-half of the remainder to be paid by the city of Ottawa, and one-half by the G.T.R. Co. If the Ottawa Electric Street railway at any future time decides to use the bridge, application may be made to the Board to readjust the cost of the said work. See order No. 16811.

3389. Complaint, Lennox Tice, of Rivière qui Barre, Alta., against rule 19 of the Canadian Classification.

Irrespective of the minimum charge of 35 cents, the companies will be required to show why the minimum charge for freight classified first-class, or lower, should not be as for 100 pounds at the class or community rate to which it belongs; and for freight classified higher than first-class rate. File 19312.

Judgment reserved.

3390. The G.T.R. and C.P.R. will be required to justify the higher rates on ex-lake corn from Lake Huron and Georgian Bay ports than are charged on wheat and oats ex-lakes.

Also to show cause why the rate on cornmeal and other grain products from Montreal to St. John, N.B., should not be reduced from 17½ cents to 15 cents per 100 pounds.

See judgment of Commissioner McLean, dated March 6, 1912, on the application of the Transportation Bureau of the Montreal Board of Trade. File 17819.

3391. (*a*) That the C.P.R. grant milling-in-transit privileges at Sudbury, in connection with wheat shipments from Port Arthur, Fort William, and Westfort, and re-shipments of the flour manufactured therefrom to New York for export.

(*b*) That the C.P.R. grant a commodity rate of 15 cents per 100 pounds on grain from Port Arthur, Fort William, and Westfort, to Sudbury, for milling purposes; the product to be re-shipped to Canadian points not covered by the milling-in-transit arrangement, or which enters into local consumption at Sudbury. File 19001.

Complaint withdrawn by applicant.

3392. Application, Canadian Freight Association, for recision of order of the Board No. 6844, dated April 6, 1909, issued on the application of the said association, in so far as it relates to the commodity rates on wire fencing and netting, in carloads, from Hamilton, Windsor, and Walkerville to points east of Toronto, therein prescribed. File 7346. Case 3210.

Order made refusing the application. See order 16395.

3393. Complaint, J. L. Boyes, Napanee, Ont., relative to alleged excessive charges of express companies for C.O.D. collections and remittances. File 4214.226.

Order made that the express companies prepare tariff or a supplement to the Express Classification showing a scale of charges for the return of the proceeds of C. O. D's upon other than merchandise rates basis, and file with the Board by the 27th of July, 1912.

3394. Notwithstanding the conditions of carriage of express freight by one or more companies, as amended by Supplement 7 to the Express Classification for Canada No. 2, or of other classification or tariff conditions, rules, regulations or exceptions relating to joint traffic, the Canadian Northern Express Company will be required to justify the higher tolls it is charging from points on the Central Ontario railway, to Canadian and Dominion Express Companies' points, than were formerly charged by the Canadian and Dominion Express Companies between the same points. File 4214.215.

No Order made. See judgment of the Chief Commissioner dated the 17th of April, 1912. Appendix 'C.'

3395. Application of the city of Salaberry de Valleyfield, P.Q., for order compelling the G.T.R. to remove gate and erect proper crossing at intersection of Edmond street and the railway. (Adjourned hearing). File 9437.710.

Application dismissed.

3396. Application of the parish of St. Philippe, P.Q., for an order directing the C.P.R. to provide a suitable and safe crossing where the same intersects the highway in that parish. (Adjourned hearing.) File 9437.726.

Railway company stated that matter had been arranged between the parties and company would report to the Board as soon as the work was completed.

3397. Petition of the residents of Laprairie, P.Q., for an order directing the G.T.R. to provide better train service to and from that point. (Adjourned hearing.) File 19026.

Judgment reserved. Matter referred to the chief operating officer of the Board to investigate.

3398. Petition from the residents in the vicinity of Ste. Martine, St. Constant and St. Chrysostome, P.Q., that the G.T.R. be directed to keep station at Beauharnois warm during the winter. File 15306.

Matter reported upon by the chief operating officer of the Board and no order deemed necessary.

3399. Petition from the residents in the vicinity of Ste. Martine, St, Constant and St. Chrysostome, P.Q., that commutation tickets be furnished on demand by the G.T.R. the same as given by the N.Y.C. and H.R.R. and the C.P.R., *e. g.*, for Rigaud and Ste. Agathe des Monts, P.Q. File 19569.

Matter reported upon by the chief operating officer of the Board, and no order deemed necessary.

3400. Complaint from the residents in the vicinity of Ste. Martine, St. Constant and St. Chrysostome, P.Q., relative to insufficient car supply on the G.T.R., for the shipment of hay from that district. File 19568.

Matter reported upon by the chief operating officer of the Board, and no order deemed necessary.

3401. Petition from the residents in the vicinity of Ste. Martine, St. Constant and St. Chrysostome, P.Q., for better train service and equipment on the G.T.R. Fort Covington-Montreal line. File 19343.

Matter reported upon by the chief operating officer of the Board, and no order deemed necessary.

3402. Complaint from the municipality of Ste. Philomene, P.Q., relative to G.T.R. train service between Montreal and Masenna Springs and their refusal to install an agent at Ste. Philomene station. File 19426.

Matter reported upon by the chief operating officer of the Board, and no order deemed necessary.

3403. *Re* Park Avenue subway, town of St. Louis, P.Q., under the tracks of the Canadian Railway Company. (NOTE) The city to show cause why this subway should not be immediately constructed. File 12912.

Order made that the city of Montreal commence work on or before May 15, 1912, and complete same within six months.

3404. Application of the Chamber of Commerce of Joliette, P.Q., for an order requiring the C.P.R. to grant to the said town the same rates of freight as are granted to the city of Montreal for all shipments from Joliette to all points west and east of Quebec Junction, including all branches, in order to make Joliette a competing point, so as to be on the same footing as Montreal. File 4830.

Application withdrawn, the parties having reached a settlement.

3405. Application of manufacturers of Oshawa, Ontario, for an order authorizing the C.N.O.R. Co's industrial spur in the town of Oshawa, Ontario, from the southern limit of Bond street to mileage 3·95. File 18653.

Application dismissed.

3406. Application of the town of Welland, Ontario, for authority to open Major street across the tracks of the Grand Trunk Railway Company in Welland. (Adjourned hearing.) File 18923.

Order made granting leave to town to open Major street at its own expense in accordance with the standard specifications of the Board, the crossing to be protected by a day and a night watchman selected by the Grand Trunk Railway Company and paid for by the town.

3407. Application, town of Welland, Ont., for authority to construct pavement on South Main street across G.T.R. spur to the works of M. Beatty & Sons. File 19621.

Arranged between the parties.

3408. Complaint from Mr. J. O. Hall, commercial traveller, Toronto, Ont., relative to missing G.T.R. connection at Belleville, Ont., when en route to Madoc, Ont., although he notified the conductor that he wished to make this connection. File 19445.

Complaint dismissed.

3410 follows 3408. Consideration of the matter of protection of the crossing of the Walkerton and Lucknow railway at Hutton Hill, township of Bentinck, county of Grey, Ontario. File 9018.

Order made directing the railway company to install an electric bell at the said crossing by August 3, 1912, and to maintain the said bell at its own expense, 20 per cent of the cost of installing the bell to be paid out of The Railway Grade Crossing Fund and the remainder to be paid by the railway company. See Order 16428.

3411. Complaint of A. G. Glarry, Locust Hill, Ontario, alleging dangerous conditions and lack of protection of C.P.R. crossing at that point. File 9437.780.

Order made directing the C.P.R. Company to install within three months an electric bell, 20 per cent of the cost which is to be paid out of The Railway Grade Crossing Fund.

3412. Application of the C.L.O. and W. Ry. Co., under sections 167, 159 and 176, for an order authorizing revision of location from mileage 134.68 at a point on the centre line of road allowance between the townships of Hope and Clarke, opposite lot 35, concession 1, township of Hope, thence westerly through the townships of Darlington and Clarke, to mileage 155.66 to a point allowance betwen the townships of Darlington and Whitby, Ontario, excepting thereout the town of Bowmanville, and for an order authorizing the location through the town of Bowmanville, Ont. File 3701·17.

Order made approving the location.

3413. Application of the C.L.O. and W. Ry. Co., under sections 159, 167 and 176, for approval of location mileage 124.83 to 127.34 through township of Hope, town of Port Hope; for authority to revise mileage 127.34 to 134.68, township of Hope; and for authority to expropriate G.T.R. lands.

Order made granting the application. See order 16471.

3414. Application of the Campbellford, Lake Ontario and Western Railway under section 227 for authority to construct its tracks over the tracks of the Canadian

Northern Ontario spur on the north-west bank of the Trent river, Trenton, Ont., mileage 87·86. File 3701·21.

Order made, upon consent, approving the location.

3415. Application of the Campbellford, Lake Ontario and Western Railway under section 227, for authority to construct at mileage 88.09 over the tracks of the Central Ontario Railway in the town of Trenton, Ont. (Glen Tay to Cobourg line.) File 3701.22.

Order made, upon consent, approving the location.

3416. Consideration of the resolution of the Board of Trade of Aylmer, Ont., regarding the unsatisfactory arrival of G.T.R. train No. 22 at that point in the morning. File 9644, Part 2.

Settled between the parties. Arrangement *re* change of time table to become effective June 23, 1912. Copies of service agreed on to be filed by railway company and served on parties interested.

3417. Resolution of the town of Simcoe, Ont., complaining against train service furnished by the Grand Trunk Railway into and out of Simcoe and vicinity, particularly to and from the city of Hamilton. File 9644, Part 1.

Settled between the parties. Arrangement *re* change of time table to become effective June 23, 1912. Copies of service agreed on to be filed by railway company and served on parties interested.

3418. Complaint Board of Trade, Dunnville, Ontario, relative to unsatisfactory train service of Grand Trunk Railway on Caledonia to Hamilton line. File 9644.1.

Settled between the parties. Arrangement *re* change of time table to become effective June 23, 1912. Copies of service agreed on to be filed by railway company and served on parties interested.

3419. Consideration of the matter of train service by the Grand Trunk Railway between Canfield Junction and Port Dover, Ontario. File 11759.

Settled between the parties. Arrangement *re* change of time table to become effective June 23, 112. Copies of service agreed upon to be filed by railway company and served on parties interested.

3420. Consideration of the matter of train service of Grand Trunk Railway between Hamilton and St. Thomas, Ontario, *via* the air line. File 11760.

Settled between the parties. Arrangement *re* change in timetable to become effective June 23, 1912. Copies of service agreed upon to be filed by railway company and served on parties interested.

3421. *Re* delays to trains of Grand Trunk Railway operated by the air line by the operation of the Wabash Railway trains over that line. File 11761.

Settled between the parties. Arrangement *re* change of time table to become effective June 23, 1912. Copies of service agreed upon to be filed by railway company and served on parties interested.

3422. Resolution of the village of Cayuga, Ont., for additional train service to and from that point by Grand Trunk Railway. File 6930.

Settled between the parties. Arrangement *re* change of time table to become effective June 23, 1912. Copies of service agreed upon to be filed by railway company and served on parties interested.

3423. Complaint of the Muskoka Wood Manufacturing Co., Ltd., Huntsville, Ont., alleging car shortage and discrimination in the matter of supplying cars by the Grand Trunk Railway. File 19319.

Complaint withdrawn.

3424. Complaint of Dominion Millers Association *re* delay in moving grain and flour shipped from Fort William and Port Arthur during the months of January, February and March, 1908. File 9473, Case 4742. (Adjourned hearing.)

No action taken. Judgment reserved.

3425. General shortage of cars and operating facilities. Files 18705; 18705.1; 18705·2. (To be taken up with No. 26.)

Judgment reserved.

3426. Application town of Goderich under section 228 for an order directing that the lines of the Grand Trunk and Canadian Pacific railways be connected at or near Goderich Harbour, Ont. File 8007, Case 3613. (*Note*) Board will consider question of division of cost of spur.

Order made refusing to vary the terms of order 15777. See order 16438.

3427. Application of the city of Toronto, Ont., under sections 237 and 238, for an order directing the C.P.R. to protect the crossing at Lansdowne avenue, Toronto, Ont., near Royce avenue. File 9437.774.

Order made directing the protection of Lansdowne avenue, by gates to be installed by the C.P.R. Co. by June 2, 1912, cost of constructing gates to be paid as follows: 30 per cent by the city of Toronto, 30 per cent by the C.P.R. Co., 20 per cent by the Canada Foundry Co. and 20 per cent out of The Railway Grade Crossing Fund, the cost of maintenance to be borne and paid, one-third by the city of Toronto, one-third by the railway Company and one-third by the Canada Foundry Co. See Order No. 16444.

3428. Application of the Canadian Pacific Railway *re* King street terminals, Toronto, Ont., for approval of plans showing encroachments on Front street and work to be done at that point. File 14163.

Order made granting the application. See order 16837.

3429. Application of the C.N.O. Ry. under section 237, for authority to construct its lines and tracks across Symes road, Toronto, Ont. (Adjourned hearing.) File 12021.10.

Order made granting the application. See order 16432.

3430 Application of the C.N.O. Ry. under section 227, for authority to cross industrial spur of the city of Toronto, south of Winchester street, Toronto, Ont., mile 253 from Ottawa, Ont. (File 3878.501.)

Application withdrawn.

3431. Application of the C.N.O. Ry. under section 237, for authority to construct its line of railway across Weston Plan road, Toronto, Ont., by means of structure carrying the railway over the highway. File 12021.84.

Order made authorizing the crossing by means of a subway 56 feet wide. See order 16467.

3432. Application of the Canadian Northern Ontario Railway Company, under section 227, for authority to cross the tracks of the G.T.R. near Davenport road, Toronto, Ont. (Adjourned hearing.) File 12021.22.

Order made granting the application. Chief engineer of the board to decide what lands are to be given to the G.T. Ry. Co. for the lands taken from it. See order 17080.

3433. Application of the G.T.R. for approval of plans of change of location and details of construction with part one of Toronto Grade Separation, Toronto, Ont.

Note.—The question of the construction and maintenance of the flooring of the subways may be spoken to. File 588.6.

No order necessary.

3434. Petition Breakwater Construction and Engineering Company for an order authorizing the construction of siding to stone quarry on lots 13 and 14, concession 1, and broken front, lake Erie, township of Bertie, Ont., on line of Grand Trunk railway. File 19676.

By consent the railway company to file an amended plan and, on application, the spur to be constructed in thirty days.

3435. Complaint of David Maxwell & Sons, of St. Mary's, Ont., that the rates on cypress lumber from Taft and Ramos, La., to Hamilton, London and St. Mary's, Ont., discriminate in favour of Hamilton and London against St. Mary's, and applying for an equalization of rates. File 17050.

No order made.

The Interstate Commerce Commission having suspended until December 13, 1912, the operation of the schedule containing joint international rates on lumber originating in the territory south of the Ohio river.

3436. Complaint of the Cadwell Sand and Brick Company of Windsor, Ont., against the increased rates on bricks from Bradford, Penn., to points in Southern Ontario. File 19391.

Board decided that the rates charged by the railway company on pressed brick are not unreasonable. See judgment of Commissioner McLean dated March 25, 1913. Appendix "B".

3437. Application of the Department of Lands of the Province of British Columbia for an order regulating the operation of railway locomotives within the province of British Columbia with regard to the spreading of fires upon adjacent lands in the dry season of the year. (Adjourned hearing.) *Note.* Draft regulations are set down for discussion. File 4741.

Order made directing that a circular issue giving specific instructions in connection with order No. 16520, dated May 22, 1912, to enginemen, conductors, brakemen and firemen, on all roads subject to the Board's jurisdiction.

3438. Application of the Canadian Press, Limited, Toronto, that the G.N.W. Telegraph Company and the Western Union Telegraph Company be required to file with the Board, press service rate in all Canadian territory. File 12002-1.

Order made refusing application, requiring the Great North Western Telegraph Co. and the Western Union Telegraph Co. to provide special tolls for press service, and directing the C.P.R. Telegraph Co., the G.N.W. and the Western Union Telegraph Co. to restore the rate of 25 cents per 100 words for press specials in the Maritime Provinces, rate to become effective June 17, 1912.

3439. Application, town of Walkerton, Ont., regarding Walkerton and Lucknow Railway bridge across Saugeen river. File 6813.

Order made in accordance with the consent, minutes filed.

3440. Consideration of the new regulations relating to "baggage of excess size" published and filed by the G.T.P., C.N.R., O. and N. Ry. and Wab. R.R. Cos., effective July 1, 1912, which regulation by orders of the Board, has been suspended *sine die* until the parties affected can be heard.

Order made, effective date to be 1st July, 1912.

3441. Complaints to various universities, colleges and schools, that the railway companies which carry students at one-half the one way fare, with minimum of $20 per capita, purpose withdrawing and cancelling the arrangement on and after July 1 next, and applying for an order requiring the companies to continue the arrangement. File 19419.

Judgment reserved.

3442. Complaint of the Pacific Fruit Express Co., and Santa Fe Refrigerator Despatch Co., alleging that the railway companies between Lake Superior and British Columbia discriminate against them by refusing to pay mileage for the use of refrigerator cars owned and operated by complainants in the performance of transportation as common carriers and applying for an order requiring payment of such compensation where now refused File 8033.2.

No order made. Carriers to file a tariff covering this particular case.

3443. Petition, Elmira Board of Trade, Elmira, Ont., for an order directing the C.P.R. and G.T.R. to provide interswitching facilities at that point. File 18,762.

Judgment reserved, the petitioners to advise the Board whether or not they or the town of Elmira will contribute anything towards the cost of providing interswitching facilities at Elmira

3444. Application, C.N.O.R., under sections 228 and 237, for authority to construct spur from a point on joint section of C.P.R. and C.N.O.R. at Parry Sound, into the premises of the Canada Chemical Company's smelter, crossing Prospect and Isabella streets, and for authority to expropriate a strip on Waubeek street. File 19674.

Order made authorizing the construction of the spur. See order 16656.

3445. Application C.L.O. and W.R., under section 159 for approval of location Glen Tay to Cobourg line from mileage 68 to 75.45. File 3701.11.

Order made granting the application.

3446. Application C.L.O. and W. R., under sections 159, 167, and 176, for approval of revised location from mile 75.45 through township of Thurlow and city of Belleville to mile 77.75 approving location mile 77.75 to 79.5 on west boundary of east half of lot 31, concession 1, township of Sidney, Ont., for authority to expropriaote C.N.O.R. tracks, mile 76 to 77 and right of way from mile 76 to 79·4. File 3701·29.

Order made granting the application.

3447. Application C.L.O. and W.R., under sections 159, 167 and 176 for an order.

(*a*) Approving of a revision in the location of its Glen Tay to Cobourg line, as previously approved by order of the Board No. 15289, from mile 75.45 (Glen Tay being at mile zero), thence in a westerly direction through the townships of Thurlow and city of Belleville, in the county of Hastings, to mile 77.32, in the block of land lying to the southwest of the corner of Dundas street and Bay Ridge road in the said city.

(*b*) Approving of location of its said line from mile 79.2 at the western boundary of the road allowance, between lots 32 and 33, concesion 1, township of Sydney, thence in a westerly direction to mile 79.5, in lot 31 of the last mentioned concession.

(*c*) Authorizing it to take possession of the right of way and tracks of the C.N.O.R. in the said city of Belleville, from mile 77.28 at the westerly boundary of Bay Bridge road; thence in a westerly direction to mile 79.5, at a point in lot 32, concession 1, township of Sydney. Adjourned hearing. File 3701.12.

Application as covered by *a* and *b* struck out. No action taken. As regards *c*, order made as applied for.

3449 follows 3447. Application, C.L.O. and W.R., under section 159, for approval of location from mileage 160·86 from Glen Tay at a point on the boundary line between the townships of East Whitby and Whitby, through the town of Whitby and township of Pickering, to mileage 177·30, Ontario. File 3701·23.

Order made approving the location of the applicant company's line from mileage 174 to 176 from Glen Tay. See order 17362.

3450. Application, C.L.O. and W.R., under section 227, for authority to construct tracks of its proposed Glen Tay to Cobourg line across tracks of the B. of Q. R. at mileage 44.03, in lot 33, concession 8, township of Camden, Ont. Adjourned hearing. File 3701.9.

Order made granting the application subject to the conditions set forth in the order. See order 17012.

3451. Application, C.L.O. and W.R., under section 227, for authority to construct Glen Tay to Cobourg line across tracks C.N.O.R. mileage 94.91, in lot 27.8, concession "B," township of Brighton, Ont. (Adjourned hearing.) File 3701.20.

Order made granting the application on terms set forth in judgment of Assistant Chief Commissioner.

3452. Application, C.L.O. and W.R., under section 227, for authority to construct across tracks of the Grand Junction Railway, (G.T.R.) on Pinnacle street, near corner of Dundas street, Belleville, Ont. File 3791.27.

Order made granting the application.

3453. Application, C.L.O. and W.R., under section 227, for authority to construct its tracks mileage 162.93, over the G.T.R., Whitby, Ont., by means of overhead bridge. File 3701.24.

Application withdrawn.

3454. Application, C.L.O. and W.R., under section 227, for authority to cross with its Glen Tay to Cobourg line the tracks of the G.T.R. main line in lot 27, concession 2, township of Thurlow, Ont., mileage 70.74. File 3701.15.

Application refused.

3455. Application, C.L.O. and W.R., under section 227, for authority to construct its Glen Tay to Cobourg line across the tracks of the Thurlow railway or the Canada Cement Company's spur in the township of Thurlow, Ont. File 3701.16.

Order made granting the application.

3456. Application, C. L. O. and W.R., under section 227, for authority to construct across tracks of the Pointe Anne railway (Canada Cement Co, owners) in 15, concession 1, township of Thurlow, Ont., mileage 74.24. File 3701.19.

Order made providing for crossing and interlocker.

3457. Application, G.B.S.R. (C.P.R.) under sections 151 and 178, for authority to construct drain along its right-of-way through the lands of F. Walden, in southeast quarter of lot 25, concession 5, township of Ops, Ont., and for authority to expropriate lands for such purpose. File 19757.

Order made granting the application and authorizing the company to take, for such purposes as they desire, the lands described in the order. See order 17212.

3458. Consideration of the question of the elimination of the grade crossing of C.P.R. at Yonge street, North Toronto, Ont. (Adjourned hearing.) File 9437.153.

Order made granting the application.

3459. Application, corporation of the city of Toronto, for an order directing the C.P.R. to erect gates or such other protection as the Board may deem proper at Dovercourt road crossing, Toronto, Ont. (Adjourned hearing.) File 9437.724.

Order made pending the separation of the grade and directing the C.P.R. Co. to protect the said crossing with a day and a night watchman, one-half the expense to be borne by the applicant and one-half by the railway company. See order 16665.

3460. Application, C.P.R., under section 222, for authority to construct spur from a point on its Toronto to London line (Ontario and Quebec) lot 10, concession "G," township of Etobicoke, Ont., thence northerly for distance of 4.55 miles to connect with Toronto to Owen Sound line (Toronto, Grey and Bruce) in lot 11, concession 5, township of York. (Adjourned hearing.) File 17040.

Application dismissed.

3461. Application, C.P.R., under section 237, for authority to construct its proposed Lambton to Weston line across and to divert certain highways in townships of York and Etobicoke, Ont. (Adjourned hearing.) File 17040.2.

Order made that application be dismissed.

3462. Application, C.P.R., under section 227, for authority to construct Lambton to Weston branch underneath the Toronto to Sarnia branch of the G.T.R. in the village of Weston, Ont., the said Lambton to Weston line being from lot 10, concession 'C,' township of Etobicoke, to Toronto to Owen Sound line, lot 11, concession 5, township of York, Ont. File 17040.1.

Order made dismissing the application. See order 16662.

3463. Application, B. of Q.R., for an order to settle terms of interchange of traffic with the C.P.R. at Tweed, Ont. File 18621.

Order made granting the C.P.R. Co. leave to continue to use the spur of the applicant company upon payment of the sum of $1 per loaded car. Movement of the empties from the opposite direction to be free of charge to the C.P. Ry. Co.

See order 17372.

3464. Application, Bell Telephone Co. of Canada respecting crossing over C.P.R. and G.T.R., at Brock avenue, Toronto, Ont. File 19486.

Order made that application be refused.

3465. Board will consider the plans of new Union Station, Toronto, Ont., submitted by the railways. Adjourned hearing. File 588. Case 2828.

Order made approving plans.

3466. Application, Lake Erie and Northern Railway, under sections 234 and 243, for approval of highway crossings beginning in the city of Brantford to the terminus of said road in the village of Port Dover, Ontario. File 18034.2.

Order to go upon agreement between the parties being filed.

3467. Application of the Lake Erie and Northern Railway Company, under section 227, for leave to cross at grade the tracks of the Brantford and Hamilton Electric Railway Company, the Toronto, Hamilton and Buffalo Railway Company, and the Grand Valley Railway Company, in the city of Brantford, Ont. File 18034.3.

Order made granting the application.

3468. Application, Lake Erie and Northern Railway, under section 227, for approval of the crossing of the tracks of the G.T.R. at grade, at the town of Simcoe, Ontario. File 18034.5.

Stands until the applicant company files the plans required by the Board in connection with this matter.

3469. Application of the South Ontario Pacific Railway Company (C.P.R.), under section 237, for authority to construct tracks across highway between lots 5 and 6, concession 3, township of East Flamboro, Ontario, at mileage 11.27. File 1852.23.

Order made authorizing the crossing. See order 17203.

3470. Application of the city of Hamilton, Ontario, for an order restraining the G.T.R. from shunting cars on Ferguson avenue, Hamilton, Ont. Adjourned hearing.

Note—This matter set down for further discussion. File 18292.

Order made that the Grand Trunk Railway Co. compensate existing land owners on either side of Ferguson avenue from Cannon street southerly to Rebecca street, who were owners prior to the establishment of the Cannon street yard and whose lands may be injuriously affectede by the shunting of the company's cars on Ferguson avenue, the said compensation to be determined as provided by the Railway Act; or in the alternative the company shall have the option of purchasing any lands so affected; and, if necessary, an order authorizing the expropriation of the lands to be made by the Board.

3471. Application, city of Hamilton for approval of plans showing subway under Grand Trunk railway tracks at a point where proposed extension of Birch avenue northerly would intersect said line near Sherman inlet, Hamilton, Ontario. File 17345.

Order made granting the application.

3472. Application of the city of Hamilton, Ont., for extension of Birch avenue under the tracks of the main line of the G.T.R. File 17346.

Order made granting the application.

3473. Application of the city of Hamilton, Ontario, for authority to construct Dunsmore road across the spur of the T.H. and B. railway in lot 6, concession 2, township of Barton, Hamilton, Ont. File 19169.

Order made granting the application.

3474. Application of the C.N.O. railway, under section 227, for authority to cross the lines and tracks of the G.T.R. near Burlington, Ontario. (Adjourned hearing.) File 12021.69.

No order made.

3475.. Application of the township of Nelson, county of Halton, Ontario, for hearing as to protection of the G.T.R. crossing at Plains road, west of Burlington Junction, Ont. (Adjourned hearing.) File 9437.765.

Order made refusing the application and directing the construction of a subway, $5,000 of the cost of which to be paid out of The Railway Grade Crossing Fund and of the remainder, 5 per cent to be paid by the township of Nelson, 5 per cent by the village of Burlington, 25 per cent by the C.N.O.R. and 65 per cent by the G.T.R. Companies, detailed plans to be filed by 27th of April, 1913, and work to be completed by September 1, 1913.

3476. Application, C.N.O. Ry., under section 159, for approval of location through township of East Flamboro, mile 34.84 to 38.54. File 12021.71.

Order made granting the application.

3477. Application of the C.N.O. Ry. for authority to cross the highway between lots 8 and 9, concession 1, township of East Flamboro, by means of an overhead structure. File 12021.72.

Order made granting the application.

3478. Application of the city of Hamilton, under section 237, for authority to extend Lottridge street from the Beach road to Gilkinson street across line of the G.T.R. at lot 7, concession 1, township of Barton, Ontario. File 19227.

Order made refusing the application.

3479. Application of the city of Hamilton, Ontario, under section 237, for an order authorizing the construction, at grade, of Lottridge street, across the spur lines of the T.H. and B. Ry. Co., at lot 7, concession 1, township of Barton, Ontario. File 19227.1.

Order made refusing the application.

3480. Application of the city of Hamilton, Ontario, under section 237, for authority to extend Lottridge street from the Beach road to Gilkinson street across the line of the Hamilton Radial Electric Railway Company. File 19227.2.

Order made refusing the application.

3481. Consideration of the matter of protection of T.H. and B.Ry. crossing at Walnut street, Hamilton, Ont. File 9437.867.

Order made directing the crossing to be protected by a day and night watchman at the expense of the Toronto, Hamilton and Buffalo Ry Co., the question of providing gates reserved for further consideration. See order 16708.

3482. Consideration of the matter of protection of the G.T.R. crossing at King street and Sherbrooke street, Peterborough, Ont. File 9437.797.

Order made that two sets of grates to be erected at King street and two sets at Sherbrooke street. Question of cost reserved. Gates to be installed within three months from the 31st May.

3483. Application, P.R.R., under sections 227 and 246, for authority to construct street railway line across tracks of the G.T.R. and C.P.R. into the works of the Canadian General Electric Co., on the west side of Park street, Peterborough, Ont. File 19808.

Order made granting the application.

3484. Application, city of Ottawa, Ont., under the Railway Act, for an order directing the G.T.R. to remove its tracks from Preston street, Ottawa, Ont. (Adjourned hearing.) File 19344.

Order made that application be refused.

3485. Aplication, C.A.R. (G.T.R.), sections 222,237 and 59A for authority to construct, maintain and operatet a siding for the Export Lumber Company, crossing Preston street, in the city of Ottawa, Ont. Adjourned hearing. File 19344.1.

Order made that application be granted subject to conditions set forth in order.

3486. Application, C.P.R., under section 358, for approval of change in location of station and freight shed at Meath, formely called Graham's, Ont., lot 20, concession 2, east of Westmeath, Ont. Filed 19738.

Order made granting the application.

3487. Complaint of Vancouver, Nanaimo Coal Mining Co., Ltd., that the E. and N.R. refuse to handle private coal cars over their main line. File 19535. Note: The railway company will be asked to show cause why such private equipment when properly equipped according to M.C.B. rules should not be handled by the company.

Order made dismissing the application. See order 18246.

3488. Aplication, Robt. Kelly, for an order approving of location of station to be constructed by the G.T.P. on lot 882, group 1, Cassiar district, B.C., and restraining the location of any station upon lot 851, group 1, Cassiar district; and application of G.T.P. for approval of location of station grounds and station on lot 851, group 1, Cassiar district, B. C. File 18787.

Order made directing the railway company to construct a station on lot 882, group 1, Cassiar district, B.C., to be ready for use when the company's line is open for traffic. Leave reserved to the G.T.P. to apply to the Board for approval of the station site, which will give adequate facilities to the people of Hazelton. Order No. 16891 rescinded. See order 16987.

3489. Consideration of the matter of protection at the Dominion Atlantic Railway Company's crossings at Prince street and William street, Hantsport, N.S. File 9437.831.

Order made directing the railway company to install an electric bell at crossing of Prince street, to be maintained at its own expense, 20 per cent of the cost of installing the bell to be paid out of The Railway Grade Crossing Fund, company to have a watchman protect the crossing on William street. See order 16735.

3490. Consideration of the matter of protection of the crossing of the Dominion Atlantic Railway Company at Gerrish street, Windsor, N.S. File 9437.828.

Order made directing the railway company to install a pair of gates at Gerrish street and to employ day and night watchmen, 20 per cent of the cost to be paid out of The Railway Grade Crossing Fund and 20 per cent of the salary of the watchman and of the cost of maintenance to be paid by the municipality. See order 17087.

3491. Consideration of the matter of protetction at Albert and Cedar streets, Windsor, N.S., on the line of the Dominion Atlantic Railway Company. File 9437.830.

Order made that the railway company install, by the 11th August, 1912, an electric bell at the crossing of Albert street and maintain the same at its own expense, 20 per cent of the cost of installing the bell to be paid out of The Railway Grade Crossing Fund and the balance by the railway company.

3492. Consideration of the matter of protection at the crossing of the Dominion Atlantic Railway at Standish street, Windsor, N.S. File 9437.829.

Order made that the railway company install, by the 11th of August, an electric bell at the said crossing and maintain the same at its own expense, 20 per cent of the cost of installing the bell to be paid out of The Railway Grade Crossing Fund and the balance by the railway company. See order 16732.

3493. Application of the municipality of Larochelle, parish of St. Gregoire, P.Q., that the G.T.R. be directed to construct new and modern station at intersection of the G. T. R. and Q. M. and S. Ry. to be called St. Gregoire station, and that telegraph service be installed in same. File 19456.

Order made in terms of oral judgment of Assistant Commissioner.

3494. Application of the C.P.R. for a re-hearing with respect to the application of the citizens of St. Francois de Sales, P.Q., for an order directing the C.P.R. to provide a station and agent at that point, and which was ordered by order No. 16304, dated 11th of April, 1912. File 17908.

Order made dismissing the application. See order No. 16993.

3495. Application of the residents of the parish of St. Jerome, P.Q., for an order requiring the C.P.R. to re-open the station called Lesage on their Montreal and Mont Laurier line, to repair the same and make it habitable for the person in charge, and to stop their passenger trains, one coming down from Mont Laurier to Montreal, and one going up from Montreal to Mont Laurier and so restore the state of things which existed up to 1910. (Adjourned hearing.) File 16717.

Order made requiring the Canadian Pacific to stop its mail train up and down on flag from 1st May to 1st October.

3496. Application, Quebec Rifle Association, for an order directing the C.N.R. to stop its trains at a point opposite the Pointe Aux Trembles Rifle Association, and to have special rates to and from this point. File No. 17174.

Order made that application be refused.

3497. Petition, Eustis Mining Company, of Boston, Mass., for an amendment to Canadian Car Service Rules which will permit a free time allowance on cars containing shipments of ore for export via steamers. File 1700.20.

Referred to the Board's chief traffic officer to report on.

3498. Application, town of Shawenegan Falls, P.Q., for an order directing the C.N.Q. Ry. to modify the subway called Station avenue across which the railway company's track is constructed within the limits of the town so that the said highway may be carried over the company's tracks. File 9437.42.

Order made granting the application.

3499. In the matter of the location of station on the line of the C.P.R. at Richmond, P.Q. File 18092.

Order made that the location of the applicant company's new station in Richmond be approved. See order 16859.

3500. Application of the Algoma Eastern Railway Company, under section 227, for an order granting to the company authority to connect its lines and tracks with the lines and tracks of the Soo branch of the C.P.R. and with the Huronian spur of the Canadian Copper Co. to Turbine, lots 7 and 8, concession 1, township of Drury, Ont. File 10844.16.

Order made authorizing the connection of the applicant company's tracks with the tracks of the C.P.R. Co. at the expense of the applicant company.

3501. Application of the C.N.O. Ry., under section 167, for approval of the revised location through the townships of Field, Badgerow and Gibbons, mile 260.47 to 265.92, from Ottawa. (North Bay—Capreol Junction line). File 18402.14,

Order made approving the revised location of the company. See order No. 16800.

3503 follows 3501. Application of the Bourget Brick Manufacturing Co., Ltd., for an order under section 77, directing the C.P.R. to modify its freight tariff on brick from Bourget to Montreal. File 18511.

Application struck off. To be placed on list again upon formal application for such purpose.

3504. Application of the Montreal Board of Trade, under section 321, for an Order directing the railway companies to provide ratings in the Canadian Classification on Flannellette sheets of second class L.C.L. and Fourth Class C.L. (Adjourned hearing.) File 19449.

Judgment reserved.

3505. In the matter of the complaint of the Regina Board of Trade that the tariffs of the Canadian Northern and Canadian Pacific Railway Companies do not carry out the provisions of order of the Board No. 12520, dated 10th of December, 1910. File 12682, part 2.

Judgment reserved.

3506. Application of the Montreal Board of Trade on behalf of the Montreal Produce Merchants' Association for an order directing the G.T.R to transport without delay, and to deliver promptly in Montreal, shipments of butter, cheese and eggs. File 19775.

Referred to the Board's chief operating officer and dealt with in his report. No action taken by the Board.

3507. In *re* congestion and non-delivery of freight in the city of Toronto, Ont., File 18663.2.

Referred to the Boards chief operating officer and dealt with in his report of the 16th September, 1912. No action taken by the Board.

3509 follows 3507. Railway companies to show cause why an order should not go prohibiting them from issuing an embargo against any traffic for a period longer than four days without first giving the Board at least ten days' previous notice of its intention to issue such embargo, and the reasons therefor. Circular No. 87. File 19801.

Order issued that whenever a railway company issues an embargo it shall, within forty-eight hours thereafter, file with the Board a copy of such embargo, with a statement of the conditions which render it necessary, the action required to remove such conditions and the proper time such embargo will be continued; and when embargo is withdrawn to forthwith notify the Board. See general order No. 95.

3510. Application of the C.P.R. (Ontario and Quebec) to revise main line through town of Woodstock, and to cross highways, close up some highways, and divert others as follows: Bexley and Hunter streets, Jordon street, Thames street, Dundas street, Buller and Yep streets. File 19332.

Order made granting the application, subject to the conditions set forth in the order, the railway company to construct a subway on Dundas street and to file a plan by August 8, 1912, thereof; 20 per cent of the cost of constructing the subway to be paid out of The Railway Grade Crossing Fund, the municipality and the railway company to agree, if possible, upon the proportion to be borne and paid by the municipailty. If they fail to agree, the Board will determine the amount. See order 16986.

3511. Application of the city of Woodstock, Ont., for an order directing the G.N.W. Telegraph Co. to place their wires in underground conduits, as follows: Section Wellington street to Reeve street, 12 wires; on Reeve street, 10 wires; Reeve street to G.N.W. office, 22 wires; G N.W. office to Vansittart avenue, 11 wires. File 19479.

Judgment reserved. Parties to furnish each other and the Board with a statement of the cost of the work, etc., and when received the Board's electrical engineer to report on the matter.

3512. Complaint of Jas. Mackay, of Oliver, Ont., relative to dangerous crossing on G.T.R. at Elgin street, St Mary's, Ont. File 9437.572.

Order made directing the G.T.R. Co. to install at the said crossings two electric bells. The bells to be installed by the 2nd October, 1912, 20 per cent of the cost to be paid out of The Railway Grade Crossing Fund, and the balance by the railway company. See order No. 16988.

3513. Complaint of Jas. Mackay, of Oliver, Ont., relative to dangerous crossing on the line of the G.T.R. midway between Elgin and Elizabeth streets. File 9437.822.

Order made directing the G.T.R. Co. to install at the said crossing two electric bells. The bells to be installed by the 2nd October, 1912, 20 per cent of the cost to be paid out of The Railway Grade Crossing Fund and the balance by the railway company. See order No. 16988.

3514. Complaint of Jas. MacKay, of Oliver, Ont., relative to dangerous crossing on G.T.R. at Elizabeth street, St. Marys, Ont. File 9437.781.

Order made directing the G.T.R. Co. to install at the said crossing two electric bells. The bells to be installed by the 2nd October, 1912; 20 per cent of the cost to be paid out of The Railway Grade Crossing Fund, and the balance by the railway company. See order No. 16988.

3515. Application of the Père Marquette Ry. for approval of form of proposed application for inspection, or as may seem necessary, with respect to drainage at south side of Talbot road east, township of Southwold, Ont., part of lot No. 1, in the 7th and 8th concession, township of Yarmouth, and at town line used in lieu thereof between the townships of Southwold and Yarmouth. File 19294.

No action deemed necessary by the Board.

3516. Complaint of A. O. Veitch, of Corinth, Ont., with respect to two crossings of the G.T.R. in the village of Corinth, Ont., township of Bayham, Ont. File 9437.369-9437.784.

Order made that the G.T.R. Co. install an electric bell at each of said crossings in the village of Corinth by the 28th September, 1912; 20 per cent of the cost of installation to be paid out of The Railway Grade Crossing Fund, and the balance by the railway company. See order No. 16936.

3517. Application of Everiste Nomore Richards and George H. Bennett, Windsor, Ont., for an order directing the G.T.R. to provide suitable farm crossing from applicant's lands to Strabane avenue, concession 1, township of Sandwich East, Ont. File 13227.

Order made directing the G.T.R. Co. to construct a crossing in the nature of a farm crossing for the applicants. The cost of construction and maintenance to be borne and paid for by the applicants. See order No. 16962.

3518. Application of the village of Stoney Point, Ont., for an order directing the G.T.R. to erect a station at a convenient point in the village and to remove or abandon the one at present in use. (Re-hearing.) File 17635.

Order made amending order No. 15766 by adding thereto a clause directing that the G.T.R. Co. continue to maintain the switch to the elevator of Hay Bros., and that the police trustees of the village of Stoney Point pay to the Grand Trunk the sum of $200 toward the cost of maintaining the said switch. See order No. 17252.

3519. Application of the C.N.O. Ry., under section 258, for approval of location of station grounds at Kilfoyle, Ont. File 18642.

Order made approving location.

3520. Application of the C.N.O. Ry., under section 258, for approval of station location at Twin Elm, Ont. File 18645.

Railway company to file a plan showing a right angle crossing, instead of the present skew.

3521. Application of the Empire Limestone Co., Ltd., for authority to construct a tunnel under right of way belonging to Carroll Bros., on lot 5, concession 1, township of Humberstone, Ont. File 19825.

Order made authorizing the construction of a tunnel under Carroll Bros. siding on lot 5, subject to certain conditions set out in the order, order No. 17007, dated July 13, 1912, appealed. See order 18187.

3522. Application of Carroll Bros., Buffalo, N.Y., for an order directing the G.T.R. to construct extension of siding in road allowance between lots 4 and 5 in the township of Humberstone, near Sherkston, Ont. File 17332.1.

Order made on consent between the parties.

3523. Application of the C.L.O. and W. Ry. for approval of location from mileage 121 to 124.83, to cross road allowance between the counties of Durham and Northumberland and to take certain lands of the G.T.R. and C.N.O. Ry. File 3701.28.

Order made approving the location of the company's line from mileage 121 to mileage 124.83, and authorizing the company to take certain lands of the G.T.R. and C.N.R. See orders 17036 and 17363.

3524. Application of the C.L.O. and W. Ry. under Sections 159 and 176, for an Order authorizing the location of its line from mile 125.5 (from Glen Tay) thence southwesterly through portion of the township of Hope, thence across the town of Port Hope, Ont., to mile 127.32 on the westerly limit of said town. File 3701.40.

Order made approving part of the location from Yonge Street West to mileage 127.32.

3525. Application of the C.L.O. and W. Ry. for approval of location from mile 155.13 to 165.13 and through the town of Whitby, Ont. File 3701.45.

Portion of the application stands, pending the filing by the applicant company of the consent of the town of Whitby. That portion of the location from mileage 155.13 to 157 approved.

3526. Application of the C.L.O. and W. Ry. Co., for an order authorizing location of portion of its line from mile 177.3 (from Glen Tay) and road allowance between counties of York and Ontario, thence in a westerly direction through the township of Scarboro to mile 183.51 in lot 23, concession 3, township of Scarboro, county of York, the last mentioned point on the main line of the O. and Q. Ry. File 3701-55.

Order made granting the application.

3527. Application of the C.L.O. and W. Ry. Co. under Section 227, for authority to construct its tracks at mile 163.46 from Glen Tay across the tracks of the G.T.R. at Whitby, Ont. File 3701.46.

Order made granting the application upon the conditions set forth in the order. See order No. 17092.

3528. Application of the C.L.O. and W. Ry. under Section 227, for authority to construct across tracks of the Oshawa Electric Ry. at Oshawa, Ont., at mileage 158-85 and 159-02 (from Glen Tay) at Simcoe and Prospect streets. File 3701-34.

Order made on consent of all parties.

3529. Application of the C.L.O. and W. Ry. for authority to make certain changes in its line of railway to construct its tracks across tracks of the Bay of Quinte Ry. at mile 43.86, being in lots 33 and 34, concession 8, township of Camden, Ont. File 3701.9.

Order made granting the application and authorizing the applicant company to take certain portion of the right of way of the Bay of Quinte Railway Co. See order No. 17012.

3530. Application of the C.N.O. Ry. under Section 227, for authority to cross the Montreal Park and Island railway near Cartierville, P.Q. File 2342.72.

Order made granting the application, parties to agree on the mode of crossing.

3531. Application of the C.N.O. Ry. under Section 227, for authority to cross the Montreal Park and Island railway at Sault aux Recollets, P.Q. (Montreal-Ottawa line). File 2342.73.

Order made in the terms of the reply filed with Board, except as to the head-room, which is to be 14 feet.

3532. Consideration of the matter of requiring railway companies subject to the Board's jurisdiction to show cause why a general order should not issue requiring railway companies to furnish a heated car service. File 18855.

Order made that upon the receipt of reasonable notice from the shipper or shippers the railway companies operating in Eastern Canada which own refrigerator cars shall furnish a heated refrigerator car or cars to shipper or shippers for the carriage during cold weather of fruit, vegetables, &c., in less than carload quantities, subject to certain other provisions in the order. See general order No. 98.

3533. On the application of the British Canadian Canners, Ltd., the G. T. Ry. Co., to show cause why the "stop-off" arrangement with respect to canned goods, as shown in item 4 of the company's Special Freight Tariff C.R.C. No. E-2374, applicable west of Toronto only, should not be extended so as to include Bowmanville and Cobourg as stop-over points. File 19823.

Order made granting the application.

3534. Application of the Montreal Board of Trade, under section 323, for an order disallowing that portion of C.P.R. Tariff E.2365 covering terminals; substituting therefor a clause stating that the rate includes terminal charges at Montreal, P.Q. File 1179.8.

No order made.

3535. Application of the city of Ottawa, Ont., under section 29, for an order amending order of the Board No. 16147, dated March 18th, 1912, establishing a modified collection and delivery zone in the city of Ottawa for express companies so as to include within the said zone the whole of Rideau terrace and that part of Beechwood avenue within the limits of the said city. File 4214.148.

Order made dismissing the application.

3536. Application of the town of Edmundston, N.B., for an order directing the Temiscouata Railway to remove cattle guard and earth from Grand Falls road and make the crossing level with the roadway. File 19395.

Order made that the Temiscouata Railway remove, by the 16th August, the cattle guard and earth where the railway crosses the Grand Falls road, so as to make the crossing level, subject to a penalty of $25 a day for every day the company is in default under the order. See order No. 17023.

3537. Consideration of the matter of protection of the C.P.R. crossing at Queen street, Woodstock, N.B. File 9437.762.

Order made that the C.P.R. Co. install, by the 13th October, 1912, an electric bell and thereafter maintain the same at his own expense; 20 per cent of the cost of installation to be paid out of The Railway Grade Crossing Fund, the balance by the railway company. See order No. 17022.

3538. Consideration of the matter of protection of the C.P.R. crossing at King street, Woodstock, N.B. File 9437.588.

Judgment reserved.

3539. Application of D. R. Jack, St. John, N.B., *re* C.P.R. fencing its right of way at Duck Cove, parish of Lancaster, N.B., and protest of Mrs. M. M. de Soyres and other residents of Duck Cove against wire fence being placed on the town side of the C.P.R. track from Duck Cove to Andersons. File 18196.

Order made requiring the C.P.R. Co. to fence its right of way at Duck Cove on the south side of the applicant's west line to a point 100 feet west of Mrs. de Soyres gate. Work to be completed by the 19th November, 1912. See order No. 17808.

3540. Application of the Express Traffic Association of Canada on behalf of the express companies represented at St. John, N.B., for approval of delivery limits. File 4214.149.

Matter referred to the chief traffic officer of the Board to investigate and settle.

3541. Application of the Montreal Board of Trade for an order:

(a) Reducing the rate on ex-lake corn from the Georgian Bay ports to Montreal to the same basis as in effect on ex-lake wheat, barley and oats;

(b) Directing the C.P.R. to apply the mileage basis as in effect in Ontario and Quebec, as shown in the company's Tariff C.R.C.E.-1929, on corn meal shipped from Montreal to the company's points in New Brunswick. File 17819.

Order made confirming order of the Board No. 16394, dated the 25th April, 1912, and directing that the mileage tariffs of railway company from ports of trans-shipment of ex-lake corn in carloads for milling purposes be so revised as to provide rates on said corn shall not, in any case, exceed the mileage tariff rates charged from the same ports of trans-shipment and for the same distance on ex-lake wheat, oats and barley in carloads for milling purposes. The revised tariffs to become effective not later than the 10th February, 1913. See order No. 18578.

3542. Application of Francois Gravel, of Chateau-Richer, P.Q., under sections 252 and 253, for an order directing the Quebec Railway, Light, Heat and Power Co. to provide a farm crossing on his property. File 17653.

Application dismissed with leave to renew.

3543. Consideration of the matter of protection at the crossing of the main street at Victoriaville, P.Q., over the main line of the G.T.R. File 9437.821.

Order made directing the G.T.R. Co. to install by the 13th September, 1912, gates at the said crossing; 20 per cent of the cost of installation to be paid out of The Railway Grade Crossing Fund, 30 per cent to be distributed by the municipality of Victoriaville, and 50 per cent by the G.T.R. Co.; and of the cost of maintenance, 70 per cent to be paid by the railway company and 30 per cent by the municipality. See order No. 17939.

3544. Application of the Quebec Board of Trade, Eug. Julien et Cie, F. Canac-Marquis and Louis Canac-Marquis, for an order requiring the C.P. and C.N.Q. Ry. Companies to reduce their charge to a sum not exceeding $2.50 per carload for

switching between Pointe-a-Carch wharf and the companies' sidings in Quebec, including St. Sauveur and St. Malo, traffic originating at, or destined to, railway points on the south shore of the St. Lawrence river via Point Levis or Levis. Files 19573, 19573.1, 19573.2, 19573.3.

Order made that the tolls charged by the C.P.R. Co. for interswitching said traffic shall not exceed one cent per 100 pounds, subject to a minimum charge of not more than $3 per car to or from private sidings, and one and one-half cents per 100 pounds, subject to a minimum charge of not more than $5 per car to or from public team tracks; the said tolls to be payable by the shipper or consignee, and to become effective not later than December 9, 1913. See order 18135.

3545. Application of the Quebec Public Utilities Commission for an order directing the C.P.R. and G.N.W. Telegraph Companies and the city of Quebec to comply with order of the Quebec Public Utilities Commission with regard to electrical conditions in the city of Quebec. File 19987.

No order necessary for the reasons stated by the Assistant Chief Commissioner at the close of the hearing.

3546. Complaint that the Quebec Railway, Light, Heat and Power Co. running to Montmorency Falls has the lighting of its cars from off the trolley wire in a very defective way; that the people are crowded and that the cars are not run so as to connect with the steam railway at Quebec. File 20019.

No order necessary.

3547. Application of the C.N. Montreal Tunnel and Terminal Co., Ltd., under section 159, for approval of location in the city of Montreal, P.Q. File 18588.

Order made granting application.

3548. Application, Bell Telephone Co. of Canada, for authority to erect and maintain poles and wires in the city of Montreal on certain streets. File 20131.

Order made authorizing the applicant company to exercise its powers by erecting and maintaining poles and wires upon the streets set forth in the order. See order 17232.

3549. Complaint of the Vigaro-Shear Lumber Co., of Port Arthur, Ontario, that they are unjustly discriminated against in the matter of carload traffic ex-Grand Trunk Pacific Ry. points, which is interswitched from the company's terminals at Westfort to Port Arthur. Note: The Grand Trunk Pacific Ry. Co. will be required to show cause why it should not for this distance (which exceeds four miles) absorb a proportion of the interswitching toll of the connecting companies, equivalent to that prescribed by the Board's General Interswitching Order No. 4988, for distances not exceeding four miles: the balance of the toll of its connections to be paid by the companies. File 6713.21.

Order made that the joint freight rates to be charged by the Canadian Pacific, Canadian Northern and Grand Trunk Pacific Railway Companies on lumber in carloads between Port Arthur and Fort William and points on the Lake Superior branch of the Grand Trunk Pacific be not higher than one cent per 100 pounds over and above the rates of the Grand Trunk Pacific between Westfort, Ont., and Lake Superior branch points; tariffs to become effective not later than the 16th October, 1912. See order 17619.

3550. Application of the C.P.R. for approval of plans showing subway to be constructed at Syndicate avenue, Fort William, Ontario. File 16239.

Order made authorizing the construction of subway at Syndicate avenue, Fort William. See order No. 16990.

3551. Application, Mount McKay and Kakabeka Falls Ry., under section 227 for authority to cross C.N.R. at Neebing avenue, between the city of Fort William and the township of Neebing, Ont. (File 19694.)

Order made giving applicants permission to pass under tracks of the C.N.R. through temporary subway to be constructed at that point on conditions that when

permanent subway is constructed, the applicants are to pay such share of the cost of the work as the Board may hereafter direct.

3552. Application, Mount McKay and Kakabeka Falls Ry. Co., under section 227, for authority to cross the C.P.R. line at Neebing avenue between Fort William and township of Neebing, Ont. (File 19693.)

Order made. Half interlocker to be installed at the expense of the applicant company. Detailed plans to be put in for approval of Board's chief engineer.

3553. Application, city of Fort William, under sections 226 and 227, for an order directing the C.P.R. to provide spur from main line in the city of Fort William, along Neebing avenue, crossing C.N.R. at grade, and street railway and highway at Montreal street, so as to connect with spur to the industries of the applicants and also for an order allowing the spur to construct across G.T.P. branch line on Montreal Street. (File 19669.)

Order made amending order No. 17869, dated October 24, 1912, to provide for the construction of the proposed branch line to cross the line of the C.N.R. on Neebing avenue at grade, said crossing to be protected by a half interlocker, and subject to the conditions set forth in the order. See order 18809.

3554. Application, Mount McKay and Kakabeka Falls Ry., under section 227 for authority to construct across the G.T.P. Ry., at Neebing avenue, between the city of Fort William and the township of Neebing, Ont. (File 19695.)

Order made. Half interlocker to be installed at the expense of the applicant company. Detailed plans to be filed for approval of the Board's chief engineer.

3555. Application of the G.T.P. Ry. Co. under section 227 for approval of main line crossing of the Port Arthur and Fort William double track railway on Empire avenue at Sprague street, Fort William, Ont. (File 1519.32.)

Application withdrawn.

3556. Application of the corporation of the city of Fort William, Ont., under section 237, for an order directing the C.N.R. to provide and construct suitable highway crossings over the company's railway where the following highways intersect the C.N.R. in the city of Fort William, viz.: Neebing avenue, Stanley avenue, Nepigon avenue, Crawford avenue, Home avenue, Mountain avenue, Amelia street, Francis street, Victor street, Mary street, Christina street, Franklin street, Norah street, Frederica street, Gore street, and Empire avenue. (Adjourned hearing.) (File 5547. Case 2191.)

Application struck off the list.

3557. Application of the city of Brandon, Manitoba, for an order permitting the Brandon Electric Light Company, Limited, and the owners of other warehouses, situate between the Electric Light Company's plant and Princess avenue, to unload cars from the spur line of the C.N.R. on the lane between Lorne and Princess avenues in consideration that said company agreeing to maintain a roadway at least sixteen feet wide alongside the cars, while cars are placed. (File 16119.)

Order made granting the application.

3558. Application of the town of Fort Frances, Ont., for an order directing the C.N.R. to provide a suitable station at that point. (File 19916.)

Order made requiring railway company to file plans for a station within ten days from this date, station to be erected by company within ninety days from date of approval of plans.

3559. Application of the C.N.R., under sections 258 and 237, for approval of station and freight shed at Dauphin, Manitoba, and for authority to cross a proposed roadway and to reserve the fee of said proposed roadway in the railway company.

Order made in terms settled at hearing. (File 19984.)

3560. Complaint of the Board of Trade of Pelly, Sask., against the C.N.R., *re* delay to shipment of freight to Pelly, and railway allowing shipments to remain on siding before forwarding to destination. File 19051.

Complaint dismissed.

3561. Complaint of the Board of Trade of Roblin, Manitoba, that the station platform provided by the C.N.R. at that point is too small. File 19015.

Settled between the parties.

3562. Complaint of the Board of Trade of Roblin, Manitoba, that the station provided by the C.N.R. at that point is too small. File 19016.

Settled between the parties.

3563. Complaint of the Board of Trade of Roblin, Man., against alleged poor accommodation and condition of stock yard and chute on the C.N.R. at that point. File 19017.

Settled between the parties.

3564. Petition from the residents of the village of Lac du Bonnet, Manitoba, asking that the C.P.R. be directed to change the present location of its station to a point near the village or opposite a road allowance. File 19348.

No Order made. See judgment of Assistant Chief Commissioner, dated the 18th June, 1912. Village of Lac du Bonnet to notify Board what portion of the cost of the work the village is willing to bear.

3565. Application of the Winnipeg Electric Railway Company for a re-hearing in the matter of the application of the said company to cross the Selkirk branch of the C.P.R. at Selkirk avenue and McPhillips street, Winnipeg, Manitoba. File 17610.

Order made that the Board's order No. 15442, dated September 15, 1911, be varied to provide that the said crossing be protected by a half interlocking instead of a full interlocking plant. See order 17491.

3566. Consideration of the matter of the crossing of the tracks of the Winnipeg Electric Railway Company by the C.P.R. at Logan avenue, Winnipeg, Man., authorized by order No. 6501, dated March 12, 1909.

Note: The Board will take up the question of the division of the cost of protection at this crossing. File 8922. Case 4716.

Order made appointing Arthur Sullivan of Winnipeg, barrister, to inquire and take evidence to show whether the portion of line in question is profitable or not and to report to the Board. See order 18189.

3567. Application of D. D. Campbell, of Winnipeg, Man., for an order requiring railway companies to have grain doors stencilled with a line of inches in four places on each side of the car in order to show the depth of grain in the car. File 20070.

Matter referred to the Grain Commissioners at Fort William to deal with.

3568. Application of Canadian Northern Railway Co. for authority to remove spur to the United Fruit and Produce Company's warehouse, Main street, Winnipeg, Man.

Order made granting applicant company leave to remove spur on conditions made.

3569. Petition of Local Improvement District No. 161, Sask., for an overhead bridge on the highway between ranges 26 and 27, W. 2 M., over the tracks of the C.P.R., carrying such bridge over Thunder creek. File 16165.

Note: Board will take up the question of the approval of the plans and apportionment of cost.

Order made apportioning the cost as follows: 20 per cent out of The Railway Grade Crossing Fund (not to exceed $5,000); $5,000 to be paid by the city of Moosejaw. Balance by the C.P.R. Co. The city to maintain the road and sidewalk on the bridge.

3570. Application of the Board of Trade of Weyburn, Sask., for an order directing the C.P.R. and C.N.R. to provide a connecting track at Forward, Sask., also to have a through freight tariff as well as appointment of an Agent at the Junction point. File 6713.29.

Order made directing the C.P.R. to construct a transfer track at Midale within sixty days. Plans to be submitted to Board for approval. If companies cannot agree as to distribution of the cost, the Board to determine same.

3571. Application of the citizens of Bienfait, Sask., for an order directing the C.N.R. and C.P.R. to provide a transfer track at Bienfait, Sask. File 6713.25.

Order made directing the C.P.R. to construct a transfer track at Midale within sixty days. Plans to be submitted to Board for approval. If companies cannot agree as to distribution of the cost, the Board to determine same.

3572. Petition of the residents of Briercrest, Sask., for an order directing the C.N.R. to install an agent and proper shipping facilities at that point. File 19778.

Order made requiring the company to install an agent before the 1st of August, 1912, to provide a temporary shelter, and to erect station on or before the 1st of December, 1912. Plans of station to be filed and approved by the Board.

3573. Application of the Grand Trunk Pacific Branch Lines Company under section 158, for approval of location of its Regina-Moosejaw branch, mile 40.01 to 47.74, from east line of section 4-17-26, to a point in south-east section 8-17-27, W. 2 M. District of Moosejaw, Sask. File 10863.44.

Order made approving of the location plan. Agreement between the company and the city to be filed. Application and plans for highway crossings to be filed by the company.

3574. Application of the C.N.R. for permission to cross with their tracks east and west road allowance between sections 20 and 29, township 16, range 26, west of the 2nd meridian. File 14134.40.

Order made that company build bridge to carry the highway over the tracks at the point in question. Detail plans to be filed for approval of the Board.

3575. Application of the town of North Battleford, Sask., for an order under section 237 directing the C.N.R. to provide a suitable crossing at Victoria street, North Battleford, Sask. File 18541.

NOTE: Board will take up question of cost of subway objected to by the town, division of cost not settled.

Order made that railway company file plans within thirty days showing a subway at the point in question. See memorandum on file.

3576. Application of the Board of Trade of Ardath, Sask., for an order directing the C.N.R. to install a station agent, express and telegraph at that point. File 19795.

Order made requiring company to erect station and appoint an agent on or before the 1st of October, 1912.

3577. Application of the village of Tisdale, Sask., for an order requiring the C.N.R. to put in a crossing opposite Andrews street, as the present crossing at Main street is continually blocked by trains. File 19720.

Order made by consent, work to be completed by the 1st of September, 1912.

3578. Resolution of the Walter Grain Growers Association, of Waseca, Sask., for an order directing the C.N.R. to install an agent at that point. File 15350.

Order made requiring company to install a temporary agent by the 15th September, 1912. The question of appointment of a permanent agent to stand until it is ascertained what the earnings are at this point.

3579. Application of the rural municipality of Cory No. 344, for an order requiring the C.N.R. to fence its right of way from Saskatoon to the northern limits of R. M. No. 344, through township 37, range 5, W. 3 M. File 9994.51.

Order made requiring railway company to fence each side of its right of way to the north boundary of township 37, range 5, by the first of November, 1912.

3580. Application of the city of Saskatoon for an order requiring the C.N.R. to provide a level crossing at 24th street. File 19780.

Order made granting application upon terms of agreement to be filed with the Board.

3581. Application of the C.P.R. under section 227 for authority to construct the tracks of its Asquith conquest branch at Mile 1.4 across the tracks of the G.T.P. main line in section 20-36-9, W. 3rd M. File 18031.2.

Application refused.

3582. Petition of residents of Resplendent, B.C., that supplies carried on the G.T. P. Ry. in that district for use of contractors have been sold in competition to private dealers. File 2236.72.

Order to go dismissing the application.

3583. Application of the Canadian Northern Railway under section 227 for authority to cross the lines and tracks of the Canadian Pacific Railway in S.W. ¼ section 19-40-26 W. 4 M. near Lacombe, Alta., with its Calgary-Strathcona branch. File 10789.40.

Order made refusing the application.

3584. Application of the Pintsch Compressing Company, Edmonton, Alberta, for an order directing the C.N.R. to construct a spur or branch line into their premises at Edmonton, Alberta. File 16954.

Order made directing the C.N.R. Co. to construct and operate a branch line to the premises of the Pintsch Compressing Co. Work to be completed by October 1st, 1912. See order No. 17401.

3585. Application of the city of Edmonton, Alberta, for authority to carry Spruce avenue, Edmonton, across the C.N.R. File 19437.

Order made granting the application, the character of the protection to be provided to be decided by the Board's engineer after inspection.

3586. Application of the G.T.P. Ry., under sections 221, 222, 223, 224, 225 and 237, for authority to construct, maintain and operate a branch line into sections 18 and 7, township 53, range 23, west of the Fourth meridian, district of North Alberta, and to expropriate the necessary right of way. (Re-hearing). File 19653.

Order made granting the application. See order No. 17827.

3587. Application of the G.T.P. Ry. under section 56, subsection 3, for leave to appeal to the Supreme Court of Canada from order No. 16700, dated June 1, 1912, in *re* G.T.P. Ry. crossing at Spruce avenue, Edmonton, Alberta. File 19436.

Order made refusing application.

3588. Application of the G.T.P. Ry., under section 56, subsection 3, for leave to appeal to the Supreme Court of Canada from order No. 16701, dated the 4th day of June, 1912, in *re* city of Edmonton crossing at level with the lines and tracks of its municipally owned electric street railway, with the necessary poles and wires to transmit power, the lines of the G.T.P. Ry. where the same run along 21st street in the said city at their intersection with Short and Nelson avenues. File 19435.

Order made granting leave to the G.T.R. Co. to appeal to the Supreme Court of Canada on the question of law set out in the order. See order No. 17408.

3589. Application of the village of North Edmonton, Alberta, for an order directing the C.N.R. to construct a crossing at Kelly avenue across the tracks of the said company. File 19618.

Order made dismissing the application. See order No. 18240.

3590. In the matter of the crossing of the G.T.P. Ry. over Fort Saskatchewan Trail, and the application of C. M. Keily, of Edmonton, Alberta, in relation to the diversion of the said Fort Saskatchewan Trail. (Re-consideration.) File 9023, Part 2.

Order made refusing the application.

3591. Application of the village of North Edmonton, Alberta, for an order directing the G.T.P. Ry. to construct a switch or switches for the purpose of loading and unloading freight consigned from and to the village of North Edmonton, Alberta. File 20121.

No action deemed necessary as the company had directed the tracks to be put in.

3592. Application of the village of North Edmonton, Alberta, for an order directing the C.N.R. to construct a switch or switches for the purpose of loading and unloading freight consigned from and to the village of North Edmonton, Alberta. File 20122.

The railway company to investigate the matter and advise the Board and the applicants by the 24th August, 1912, what it is willing to do in the matter.

3593. Application of Adelard Mounier, for an order directing the C.N.R. to provide a crossing on the southeast quarter of section 16-56-24 W. 4 M. File 11739.5.

Order made by consent, work to be done by September 1, 1912.

3594. Complaint of C. M. Keily of Edmonton, Alberta, relative to G.T.P. Ry. cutting off lane (by G.T.P. Ry. right of way) which served lots 36, 37 and 38, Dwyer subdivision of the city of Edmonton which subdivision is a part of NE. ¼ section 15-53-24, W. 4 M. Alberta. File 2236.79.

Order made by consent of railway company to survey or convey to the city a lane 20 feet in width, in view of the lane which the company blocked by construction of its railway. Matter to be carried out by September 1, 1912.

3595. Application of E. J. C. Richardson, Erickson, B.C., for an order directing removal of loading platform at that point to a more convenient site. File 18404.

Board to ascertain from the British Columbia Government whether it will build road mentioned at hearing. If road is built, Board will not order removal of station.

3596. Complaint of Finch and Jones, Corbin, B.C., against the freight rates of the Eastern British Columbia Railway Company. File 16320.

Struck off the list. Not to be set down, except upon the special request of the applicants' solicitors.

3597. Application of town of Forward, Sask., for order directing the C.P.R. to furnish a station telegraph service, etc., at that point.

Application refused.

3598. Application of the Grenfell Milling and Elevator Company, of Grenfell, Sask., for joint rates on grain products, in carloads, from Grenfell to Glenavon and Kipling, Sask., lower than the combination of local rates of the C.P.R. and C.N.R. Companies. NOTE: Consideration will be given an offer of the C.P.R. Co. to publish joint rates, via Regina, of 18½ cents and 19 cents respectively, and the companies will be required to show cause why joint rates should not be based on the shortage mileage (in this case via Kaiser), whether means of interchange be, or be not, provided therefor. File 18755.3.

Order made that the C.P.R. and C.N.R. prepare and file a tariff of through rates on grain products in carloads at a minimum weight of 30,000 pounds per car from Grenfell, Sask., via Regina at 18½ cents per hundred pounds by Kipling, Sask. Tariff to be made effective not later than 16th September, 1912.

3599. Application of the Department of Public Works for the province of Sask., for approval of highway crossing over the C.P.R. in the SE. ¼ of section 34-18-33, W. P. M. File 19348.

Order made by consent upon applicant filing with Board information mentioned.

3600. Application of the Mountain Lumber Mfrs. Association for an order requiring the Canadian Pacific Railway Company to publish and file a special tariff, or special tariffs of rates on lumber (fir, common cedar, etc.), from what are known as the "Mountain" mills on the line of the C.P.R. Co., to that company's points, and jointly with the Canadian Northern and Grand Trunk Pacific Railway Companies to their points, in Alberta, Saskatchewan and Manitoba north of the C.P.R. main line, that shall not exceed, for the same or less distance, the rates from the same shipping points to Winnipeg and Prince Albert. File 16177.

Order made requiring the C.P.R., C.N.R. and G.T.R. Companies to adjust the special joint tariffs published and filed so that without increasing the rates shown therein the rates on lumber and other commodities carried at the lumber rates from shipping points west of and including Blairmore, Alta., and Laggan, Alta., to Winnipeg, shall not be exceeded for similar or less distances from the same shipping points in the provinces of Alberta, Saskatchewan and Manitoba. See order 18771.

3601. Complaint of the Riverside Lumber Company, Calgary, Alta., against the cancellation of C.P.R. tariff 1983, E. and N. Railway 1632, and requesting that it be

re-issued, giving the complainants the usual track scale allowance to which they feel they are justly entitled in the Mountain country on account of the heavy snow falls in that district. File 19446.

Struck off the list.

3602. Application, city of Calgary, Alta., for leave to construct subway at 4th street west, under tracks of C.P.R. (Adjd. hearing.) File 15556.

Order made subject to terms of agreement to be filed. Detailed plans to be submitted to Board and C.P.R. Cost of work to be borne by the city.

3603. Application of the Lethbridge Board of Trade, Lethbridge, Alta., regarding express rates on the Alberta Railway and Irrigation Company's lines. File 4214.273.

Judgment reserved. Referred to Board's chief traffic officer to report on.

3604. Application of the C.P.R. under sections 159 and 237 for approval of revised location of Crowsnest branch between Seven Persons and Brassy Lake, mileage 15 to mileage 53·1, Lethbridge subdivision of said branch; also for authority to construct line across highways between the above mentioned mileages. File 6902.5.

Order made in accordance with oral judgment of the Assistant Chief Commissioner.

3605. Application of Alex. McCullough, of Calgary, Alta., for construction of a spur from G.T.P. line at Three Hills, Alta., for the purpose of loading coal.

Applicant to apply to the railway company to construct a spur. If company does not do so, the applicant may then apply to the Board.

3606. Complaint, Fruitvale Trading Company, Fruitvale, B.C., alleging unsatisfactory location of Great Northern Highway Crossing at that point. File 18991.

Order made authorizing the C.N.R. Co. to construct a highway across its railway at a point 200 feet south of the present crossing, also directing the railway company to keep the station at this point clean and heated during the winter season and refusing the company's application to remove the station. See order No. 17287.

3607. Complaint, Fruitvale Trading Company, Fruitvale, B.C., *re* unsatisfactory location of Great Northern Railway station at that point. File 18990.

Application refused for the reasons set out in oral judgment delivered at the close of the hearing.

3608. Complaint of the residents of Fruitvale, B.C., against condition of fences, station accommodation for handling of freight and express and request for the appointment of a station agent. File 8868.

Not necessary to fence at present. As to station accommodation, company undertook to have the station clean and lighted in winter. No order necessary.

3609. Complaint of the Mission District Board of Trade alleging that the level crossing over the tracks of the C.P.R. at Mission City, B.C., known as Horne avenue crossing, is inadequate, also is blocked by cars for thirty minutes and upwards at a time. File 15725.

No action taken by the Board.

3610. Application of the Board of Trade of Salmon Arm, B.C., under sections 252-3, for an order directing the C.P.R. to provide and construct a suitable station at Salmon Arm on the city side of the track, instead of as to present on the opposite or lake side of the track. File 19616.

Order made that the time for the completion of the station ordered to be constructed by order No. 17306 be extended for five months from the 28th November, 1912. See order No. 18252.

3611. Application, Chas. Henry Ziegler, *et al,* under sections 258 and 284 for an order directing the G.T.P. to provide station and freight accommodation at Haysport, B.C. File 19995.

Order made that the G.T.P. Ry. Co. stop its trains for mail and passenger service at Haysport, B.C., until the opening of navigation. See order No. 18952.

3612. Petition, Department of Public Works of the province of British Columbia, that owners of small vessels plying on the Fraser river be compelled to hinge masts and smokestacks to enable them to pass under bridge at New Westminster, B.C. File 17266. (Re-hearing.)

Order made that the regulations governing the opening and closing of the pivotal span of the said railway bridge over the Fraser river, filed by the applicant and consented to by the parties interested, be approved. See order 18626. Regulations to become effective May 31, 1913. Order of the Board No. 18490, dated January 14, 1913, rescinded.

3613. Application, British Columbia Electric Ry. Co., under section 227, for an order sanctioning the crossing with its tracks of the tracks of the C.P.R. at 12th street between Aucland street and Royal avenue, New Westminster, B.C. File 18875.

Order made granting leave to the applicant company to cross the tracks of the C.P.R. Co. as applied for, subject to conditions set forth in order. See order No. 17404.

3614. Complaint of John A. Lee, mayor, and F. J. Hart & Co., Ltd., of New Westminster, B.C., relative to refusal of the G.N.R. to stop their train leaving Vancouver at 4 p.m. at Crescent, B.C. 19737.

V. V. & E. Ry. undertook to look into matter relative to selling of tickets and checking of baggage and to advise Board what company will do. Order to go requiring railway company to furnish adequate train service within two weeks from July 27, 1912, until October 1, 1912; this order to be of a temporary character.

3615. Application of the Western Paper Mills, Ltd., of Vancouver, B.C., alleging failure of the Great Northern Railway Company to refund money expended in the construction of their siding in the municipality of Coquitlam, B.C. File 19195.

Order made directing the G.N.R. Co. to extend the said siding 100 feet. Work to be completed by December 29, 1912. See order No. 18255.

3616. Application of Brantford and Taylor, Vancouver, B.C., for an order directing the G.N.R. to construct a spur to their saw-mill in district lot 10, Burnaby, B.C. File 19790.

Order made granting the application.

3617. Consideration of the matter of protection of the V. V. & E. Ry. crossing at Front street, Vancouver, B.C. File 9437.865.

No action necessary.

3618. Application, C.P.R. for authority to construct second track across Chestnut street, Cypress street, Walnut street, Maple street, Laburnum street, Arbutus street, and Yew street, Vancouver, B.C. File 4472.8.

Order made granting the application. Separation of grades may be taken up later.

3619. Application of the Vancouver and Lulu Island Railway Company for authority to construct second track across First avenue, Fir street, Second avenue, Third avenue, Fourth avenue, Fifth avenue, Pine street, Cedar street, Cypress street, Maple street, Sixth avenue, Seventh avenue, Eighth avenue, Broadway, Tenth avenue, Eleventh, Twelfth, Thirteenth, Fourteenth, Fifteenth and Sixteenth avenues, Vancouver, B.C., File 4472.7.

Order made granting the application. Separation may be taken up later.

3620. Application of the Burrard Inlet Tunnel and Bridge Co., for an order approving of revised location plans from Station 0x00 to Station 174x88.7. File 15732.1.

Order made approving of revised location of the applicant company's line from Station 0 to Station 174x88.7. See order No. 17565.

3621. Application, city of North Vancouver, B.C., *re* subway between Ferry to Alexander street. File 9437.343.

Order made directing the C.P.R. Co. to install gates at the North Vancouver Ferry, Columbia avenue, and the G.T.P. Ry. Co.'s team crossings, work to be completed

within two months after the approval of the plan by the Board's engineer; cost of protection to be apportioned as follows: The G.T.P. Ry. Co. to pay the cost of installing, operation and maintaining the gates at the crossing of the C.P.R. in Vancouver from lot 39, block 1, group 1, Vancouver district, to its dock in the said city, cost of installing the gates and maintaining the same at the North Vancouver Ferry Crossing and Columbia avenue, to be borne equally between the city of Vancouver and the C.P.R. Co. See order 18512.

3622. Consideration of the question of protection of the British Columbia Electric Railway Co.'s drawbridge across False creek, Vancouver, B.C. File 18472-1.

No action deemed necessary by the Board. See report of Board's operating officer, dated October 26, 1912.

3623. Application of the C.P.R. for leave to terminate the siding agreement made the 1st day of November, 1911, between the said company and the Vancouver Ice and Cold Storage Co., Ltd., of Vancouver, B.C. File 20130.

Judgment reserved.

3624. Application of the C.P.R. for leave to terminate the siding agreement made the 3rd day of March, 1909, between the said company and the Vancouver Wharf Company, Vancouver, B.C. File 20139.

No action necessary.

3625. Application of the Burrard Inlet Tunnel and Bridge Co. for approval of location of their line of railway from a point on Railway avenue on the north side of Second Narrows, Burrard Inlet, Station O, thence through the city of North Vancouver, thence by tunnel under the First Narrows, Burrard inlet, to a point on Georgia street in the city of Vancouver, Station 345x43.4. File 15732.2.

Order made approving of revised location of the site of the applicant company's bridge as set forth in the application and subject to the conditions set forth in the said order. Order No. 17565 rescinded. See order No. 18053.

3626. Application of the Burrard Inlet Tunnel and Bridge Co., for approval of location of their line of railway from a point on Railway avenue on the north side of the second Narrows, Burrard Inlet, thence in an easterly direction and northerly direction to a point on Deep Cove, Station 4 x 56 3 to Station 324 x 32. File 15732-3.

Order made granting the application.

3627. Application of the city of Vancouver, B.C., for an order allowing and directing the construction of highways on Hastings street, Pender street, Keefer street and Harris street, by way of overhead bridges or viaducts over the railway of the V.V. and E. Ry. and N. Co. at its intersection of said streets and for the costs of such construction and maintenance of same. File 20062.

Order made authorizing the city of Vancouver to carry the streets named in their application across the railway company's tracks by means of overhead bridges, 20 per cent of the cost of crossing Pender and Keefer streets to be paid out of The Railway Grade Crossing Fund (not exceeding the sum of $5,000), 25 per cent of the balance to be paid by the applicant, and 75 per cent by the railway company; 20 per cent of the cost of constructing Harris street bridge (not exceeding $5,000), to be paid out of The Railway Grade Crossing Fund, 20 per cent of the balance to be paid by the applicant, 20 per cent by the British Columbia Electric Co., and 60 per cent by the railway company; 20 per cent of the cost of constructing the Hastings street bridge to be paid by the applicant, 20 per cent by the British Columbia Electric Co., and 60 per cent by the railway company; the cost of maintaining the bridges to be borne, 50 per cent by the applicant and 50 per cent by the railway company. See order No. 17840.

3628. Application of the city of Vancouver, B.C., for an order allowing and approving of the crossing of the tracks of the C.P.R. with its intersection of Clark Drive, in the city of Vancouver, B.C. File 20064.

Order made granting the application.

3630 follows 3628.

3630. Application, Fullerton Lumber and Shingle Company, Vancouver, B.C., for an order directing the Great Northern Railway Co. to refund amount alleged to be overcharged by the railway companies on a carload of lumber from Tynehead, B.C., to Winnipeg, Man. File 17076.

Order made refusing the application.

3631. Complaint of the British Columbia Sugar Refining Co., of Vancouver, B.C., alleging discrimination shown by Canadian railways in rates on sugar in favour of eastern refineries to points in the western provinces. File 19700.

See judgment of Commissioner McLean, Appendix B, dated February 21, 1913. Board decided that the matter must stand to be dealt with as an integral part of the general investigation into Western Freight rates.

3632. Application of the British Columbia Sugar Refining Co. for an order directing the railway companies to carry out the Board's order No. 4886, dated June 16, 1908, and to reasonably scale rates from Vancouver to intermediate points in Manitoba, Saskatchewan and Alberta, and also to reasonably scale the other branch line points satisfactorily to the Board. File 6579, Case 2783.

Judgment reserved.

3633. Consideration of the matter of protection at the crossing of the V. W. & Y. Ry. at Westminster avenue, Vancouver, B.C. File 372.

V. W. & Y. Ry. having stated that watchman is now stationed at point in question Board decided that matter need not be put on the list again for hearing unless the city of Vancouver makes an application therefor.

3634. Application of M. F. Shock, Hatzic, B.C., for an order directing the C.P.R. to provide a farm crossing where the railway affects his property. File 9849.

Judgment reserved.

3635. Complaint of municipality of Surrey relative to certain crossings on the C.N.R. at Hill street, Port Kells, one on the Pacific highway south of the Campbell River road, and three on the Pacific highway over the tracks of the V. T. R. & F. Company, south of Cloverdale. File 20186.

Order made granting the application. The railway company to bear the expense of constructing and maintaining the crossing, and the municipality authorized to construct and maintain, at its own expense, a crossing at Hill street, Port Kells, the work to be completed by the 23rd of September.

3636. Application, corporation of the district of Coquitlam, for a level crossing on the line of the C.P.R. at a point immediately west of the present bridge of the railway across the Coquitlam river, to connect the Dewdney Trunk road with roads on the north side of the railway at Westminster Junction. File 20351.

No order made.

3637. Application of the Ashcroft and District Board of Trade, of Ashcroft, B.C., relative to the freight rates, on potatoes from Ashcroft, B.C., and Vancouver, B.C., on the C.P.R. File 20165.

No action taken, the C.P.R. Co. having reduced its rate on potatoes in carloads from Ashcroft to Vancouver from 20 cents to 13 cents per 100 pounds as from the 10th of September, 1912.

3638. Request from the Ashcroft and District Board of Trade, Ashcroft, B.C., for hearing relative to new freight accommodation at local station at Ashcroft, B.C. File 20166, C.P.R.

Upon the undertaking of the railway company to have the cars cut so as to permit of access to the station, stands until the next sitting of the Board at Vancouver, B.C.

3639. Application, Ross and Shaw, Vancouver, B.C., *re* order of the Board giving G. N. Ry. permission to obtain possession by arbitration of the foreshore

opposite lots 8, 9, 10, 11, and 13, block 96, D.L. 181, fronting on False creek. File 572.30.

Application dismissed.

3640. Application, Cowichan Ratepayers' Association, Cowichan, B.C., for an order directing the Esquimalt and Nanaimo Railway Co., to provide an agent at Cowichan station. File 10087.

Order made that the railway company appoint and continue a permanent agent at Cowichan, B.C. See order 17848.

3641. Application, district of North Cowichan, etc. See file 20209.

Order made granting the application.

3642. Application of the C.N.O.R. under section 159 for approval of location through the town of North Bay, mile 242·56 to 346·42 from Montreal. (North Bay to Capreol Junction line.) File 18402·8.

No order made.

3643. Application of the C.P.R. and C.N.R. to vary order requiring level approaches to Yonge street and Avenue Road subways, Toronto. File 9437·153.

Order made granting application. See order 16846.

3644. Application of the C.P.R. for an order setting aside the approval of the Union Station plan, Toronto. File 588·26.

Order made amending order 17034, by stating that the approval granted shall not be taken as authorizing the G.T.R. Co. to take the lands of the C.P.R. Co. See order 17371.

3645. Application, K. and P. Ry. for authority to construct a siding into premises of North American Smelting Co., Kingston, Ont. File 20260.

Order made granting application subject to speed limitation of six miles.

3646. Application of the C.N.O.R. for authority to take a portion of lot 15, concession 4, township of Nepean, county of Carleton, for the purpose of carrying out the necessary diversion as approved by order of the Board No. 13701, dated May 20, 1911. File 3878·524.

Order made granting the application of the applicant company. See order 17738.

3647. Application of the C.N.O. Ry. under section 258, for approval of the location of its station grounds at Beachburg, township of Westmeath, Ont. File 20143.

Order made approving of the location of the applicant company's station on the north side of the track on lot 8, east of Little street, Beachburg, Ont. See order 18468.

3648. Application of the C.N.R. under section 159, for sanction and approval of the location of its line of railway through the counties of Jacques Cartier and Hochelaga, and part of the city of Montreal, mile 43·56 to mile 55·23 from Hawkesbury. File 2342·88.

Order made granting the application. See order 17605.

No. 3650 follows 3648.

3650. Application of the C. L. O. and W. Ry. Co., under section 227, for an order to construct its line of railway over the tracks of the Toronto Eastern Ry. Co., by means of an overhead bridge at mile 162·98 (mile zero being at Glen Tay) in the town of Whitby, Ont. File 3701.63.

Order made authorizing the applicant company to cross the tracks of the Toronto Eastern railway subject to the conditions set forth in the order. See order 17914.

3651. Application of the N. St. C. and T. Ry. Co., under section 227, for authority to cross with its lines and tracks, the lines and tracks of the G. T. R. on Welland avenue, in the city of St. Catharines, Ont. File 3498.1.

Order made granting the application. Crossing to be protected by derails. Cost of protecting the crossing to be paid by the applicant company. See order 17801.

3652. Application of the G. T. R. under section 178, for an order authorizing them to take certain lands in the city of Toronto for railway purposes, said lands being in the vicinity of Carlow avenue, and belonging to the said city of Toronto, the O'Keefe Brewing Co. File 20151.

Application withdrawn.

3653. Application of the G. T. P. Ry. under section 222, for authority to construct wye tracks at mile 29 west of Yellowhead pass, Cariboo district, B.C. (Adjourned hearing). File 3452·32.

Application dismissed without prejudice to its renewal.

3654. Application G. T. P. Branch Lines Co., in accordance with provisions of order No. 16775 for an order:—

1. Appointing an arbitrator to determine the compensation to be paid the C.P.R. for all that certain tract or piece of land consisting of some 6.4 acres belonging to the C.P.R. in section 1, township 24, range 1, west of 5th meridian, required for the right of way of the G.T.P. Branch Lines Company's Tofield-Calgary branch, as shown on plan on file with the Board under File No. 10821.77.

2. Requiring that the said arbitrator shall determine valuation of right of way as above, as of September 9, 1911, the date upon which location plan affecting the said described land, as approved by order of the Board No. 15195 and certified copy of which plan was deposited in the Land Titles Office for the South Alberta Land Registration District, November 9, 1911, as Instrument Railway 384. File 10821.77.

Matter settled, the parties having arranged as to arbitrator.

3655. Application of Charles Henry Ziegler, *et al* under sections 258 and 284, for an order directing the G.T.P. Ry, to provide a station and freight accommodation at Haysport, B.C. NOTE.—G.T.P. Ry. is required to show cause why an order should not be made for immediate compliance with the Board's order dated 20th August, 1912, or, in default that an adequate penalty be imposed. File 19995.

Order made directing the Grand Trunk Pacific Ry. Co., to stop its trains for mail and passenger service at Haysport, until the opening of navigation.

3656. Consideration of the matter of abolishing platform brakes on freight box cars on railways subject to the Board's jurisdiction. File 11654, Part 2.

Stands for submission of future material by Maloney to Nixon, then for future consideration.

3657. Opportunity will be afforded the Canadian Pacific, Canadian Northern, Grand Trunk Pacific, Great Northern (Canadian lines) and Vancouver, Fraser Valley and Southern Railway Companies to show cause why an order should not issue prohibiting any increases in the freight rates of the companies between points west of and including Port Arthur, and between points east of Port Arthur and points west thereof, pending judgment in the general inquiry into the Western Freight Rates. File 18755.5.

No order made.

3658. Canadian Northern International Pulpwood Tariff. File 18879.

Order made that the said tariff of the respondent railway company increase rates on shipments of pulpwood be suspended until February 4, 1913. NOTE.—Subsequently the application was refused subject to the condition that the rates on the C.P.R. stations west of Avonmore to and including Smiths Falls in effect on February 27, 1913, be restored. The said tariffs of the respondent railway companies increasing the rate on shipments of pulpwood in carloads allowed provided such increases should not become effective before August 15, 1913. See order 18787.

3659. Application of residents of township of York, Ont., to have the Bell Telephone Co. extend their lines past farms running from lot 16 to lot 21 in the 5th concession of the township of York in order to give a telephone service connecting with the Western Central Station. File 3574.63.

Matter settled. No order necessary.

3660. Application of the city of Hamilton, Ont., for an order directing the G.T.R. to establish and maintain gates with watchman at Ottawa street, Hamilton, Ont. File 4552, Case 1223.

Order made that an electric bell be installed as additional protection at the said crossing, the railway company to maintain a watchman at the crossing between 7 a.m. and 7 p.m., city of Hamilton to pay the G.T.R. Co. one-half the cost of watchman's wages. See order 17697.

3661. Consideration of the question of protection at the crossing of the G.T.R. over Trolley street, Hamilton, Ont. File 9437.844.

Order made relieving the Railway Co. from providing further protection at the crossing in question. *See* Order 17756.

3662. Application of the city of Hamilton, Ont., for approval of plans showing proposed extension of Birmingham street, across the northerly spur of the T.H. and B. Ry. Co. File 20395.1.

Order made granting leave to the city of Hamilton to extend Birmingham street, at its own expense, across the railway company's tracks. See order 17731.

3663. Application of the city of Hamilton, Ont., for approval of plans showing proposed extension of Birmingham street across the Northern and North Western Division of the G.T.R. to the T.H. and B. Ry. File 20395.

Order made granting the application. See order 17732.

3664. Application of the G.T.R. under section 237, for authority to construct six additional team tracks across Robert street and a public lane running from Elgin street to Ferguson avenue in the city of Hamilton, Ont. File 18591.1.

Order made granting the application subject to the conditions set forth in the order, and directing the applicant company to pay to the city of Hamilton the sum of $50 per foot frontage on Elgin street for the portion of Robert street which will be closed. See order 17678.

3665. Petition of W. G. Hunter, of Hamilton, Ont., against the shunting day and night by the G.T.R. on Ferguson avenue, Hamilton, Ont. File 18292.

Matter dealt with by order No. 18906, in connection with the application of the G.T.R. Co. to take certain lands to enable it to carry out the provisions of the order of the Board No. 16671, dated June 1, 1912.

3666. Application of the C.N.O. Ry. under section 159, for approval of location of its railway through the city of Hamilton, mile 38·54 to 45·71, from Yonge street, Toronto, Ont.

Application withdrawn by the company.

3667. Application of the Municipal Councils of the townships of Townsend and Oakland, Ont., for an order directing the T.H. and B. Ry. to clean and keep open ditch made by them on private property across the town line between the townships of Townsend and Oakland and repair and maintain sluiceways in connection with same. File 20325.

Order made in accordance with consent minutes between the parties, filed with the Board.

3668. Consideration of the matter of protection by the C.P.R. and G.T.R. of King, Caroline and Queen streets, Lindsay, Ont. File 364.

No order made.

3669. Complaint of Joseph Meehan, Lindsay, Ont., relative to refusal of the Georgian Bay and Seaboard Ry. Co. to furnish him with under-driveway as requested in lot 34, concession 6, township of Ops. (Adjourned hearing.) File 2100.105.

No order necessary, complaint settled.

3670. Complaint of the townships of Brighton and Murray respecting C.L.O. and W. Ry. (C.P.R.) crossing at grade on a skew of the Kingston. File 3701.32.

Order made directing C.P.R. to divert the Kingston road, as shown on the plan filed, cost of the work to be borne and paid 20 per cent out of The Railway Grade Crossing Fund (not exceeding $5,000), $500 by each of the municipalities of the

townships of Brighton and Murray and the remaining sum of $19,000, more or less, to be paid by the G.T.R. and C.P.R. in the ratio of 7 to 12, 7/19 to the former and 12/19 to the latter company. See order 18447.

3671. Application of the C.L.O. and W. Ry. Co. under section 237, for authority to construct its line of railway across the highways from mile 37·91 to 39·60, township of Darlington, Ont., being from the junction of the said railway with the Ontario and Quebec Ry. line to Toronto. File 3701.86.

Order made granting the application. See order 18755.

3672. Application of the W.A. and A.R. and T. Pascoe, relative to refusal of the C.P.R. to build cattle pass on their property on the C.L.O. and W. Ry. near Whitby, Ont. File 3701.5.

No order made.

3673. Complaint of the township of Louth, Ont., respecting G.T.R. crossing east of Vineland station, Ont. File 18655.

Order made granting the application, the applicant at its own expense, to do the earth work on the approaches, and, if required, to build a drain under the highway. The railway company at its own expense to do the necessary planking and to provide and construct return fences and gate guards. Work to be completed October 31, 1912. See order 17704.

3674. Application of the Niagara, St. Catharines and Toronto Ry. Co. under section 159, for sanction and approval of the location of its line of railway through the townships of Louth and Clinton, county of Lincoln, mile 0 to mile 10·59. File 3498.4.

Order made granting the application.

No. 3676 follows 3674.

3676. Petition of D. E. Galbraith and other residents of Bowmanville, Ont., for an order directing the C.P.R. to construct a subway on their line between the Fielding and Galbraith farms, known as Liberty street, north of Manvers road, Bowmanville, Ont.

No action taken.

3677. Complaint of the township of Murray, Ont., respecting dangerous crossing at subway leading from Murray and Frankford, a short way east of the G.T.R. depot. File 9437.863.

Order made directing the G.T.R. Co. to protect all shunting movements over the switch between its railways and that of the Central Ontario Ry. by sending a man ahead to warn persons. See order 17669.

3678. Application of the town of Orillia, Ont., for an order directing such protection as may be deemed necessary at the intersection of Front street with G.T.Ry. File 9437.917.

Order made directing that the said crossing be protected by gates to be operated by day and night watchman, 20 per cent of the cost of installation to be paid out of The Railway Grade Crossing Fund, 50 per cent by the railway company, and 30 per cent by the applicant; 70 per cent of the cost of maintenance to be paid by the railway company and 30 per cent by the applicant. Gates to be installed by December 5, 1912. See order 17688.

3679. Application of the town of Orillia, Ont., for an order directing such protection as may be deemed necessary at the intersection of Tecumseh street, with the G.T.Ry. File 9437.918.

Order made that the crossing at Tecumseh street be protected by a watchman during the months of June, July, August and September between 10 a.m. and 10 p.m., wages to be paid, ⅓ by the applicant, ⅓ by the G.T.R. and ⅓ by the C.P.R. See order 17659.

3680. Application of the city of St. Thomas, Ont., for an order permitting the St. Thomas street railway to cross the tracks of the Michigan Central Ry. Co., at William street at rail level. File 19906.

Order made granting the application. See judgment of the Chief Commissioner, dated January 6, 1913. Appendix 'B.'

3681. Application of the G.T.R. under sections 222 and 237, for authority to construct, maintain, and operate a branch line of railway or siding commencing at a point of its railway east of Whitby station, and on lot 26, in the 1st range of the township of Whitby, Ont., thence extending in a southwesterly direction crossing Byron, Centre, Victoria and Anne streets, including the base line, to and into the premises of the proposed hospital for the Insane at Whitby, Ont. File 20093.

Order made granting the application to construct the said branch line. See order 17701.

3682. Complaint of J. A. Lennox, Thornton, Ont., alleging dangerous condition of crossing on the line of the G.T.R. north of Thornton, Ont. File 9437.851.

Order made that the G.T.R. Co. reduce the height of the cedar fence along the north east side of the highway, as well as the company's right of way fence, to 4 feet. Work to be completed by October 31, 1912. See order 17710.

3683. Consideration of the matter of protection at the crossing by the C.P.R. of Stone Road crossing, Galt, Ont. File 9437.620.

Order made that during shunting movements between the hours of 7 a.m. and 6 p.m. the crossing be protected by a watchman, operation and maintenance to be at the expense of C.P.R. See order 17654.

3684. Complaint of Thomas Cooper, Wallenstein, Ont., referring to condition of crossing on C.P.R. between counties of Wellington and Waterloo, at mile 27·07, one-quarter mile west of Wallenstein station. File 2225, Case 493.

Order made that the C.P.R. make the grade on the south side of the track one in twenty. Work to be completed by October 31, 1912. See order 17699.

3685. Application of the C.N.O. Ry. under section 178 for authority to take a portion of lot 34, concession 14, township of Burton, Ont., for the purpose of traffic on its railway in connection with the timber business, logs being floated down the Maganetawan river and stored upon the premises prior to be loaded on the cars of the railway, the land in question being the property of Mr. Charles E. Ireson. File 514.22.

No order to go until after disposition of high court action when the matter is to be referred to an engineer of the Board for report.

3686. Consideration of the matter of protection at the crossing of the G.T.R. (Hamilton and Niagara Falls division) just east of Jordon station, Ont. File 9437.857.

Order made that the G.T.R. install an electric bell by January 11, 1913, and maintain the same at its own expense, 20 per cent of the cost of installing to be paid out of The Railway Grade Crossing Fund. See order 17753.

3687. Application of the city of St. Catharines, Ont., under sections 26 and 237 for an order permitting them to carry and construct the highway known as Berryman avenue in the city of St. Catharines, across the tracks and right of way of the Welland division of the G.T.R. and Niagara, St. Catharines and Toronto Railway Co. File 20020.

Order made granting the application, the cost of the crossings at both railways to be equally divided between the applicant and the Niagara, St. Catharines and Toronto Ry. Co. See order 17647.

3688. Complaint of the township of Armour, Ont., respecting alleged dangerous condition of crossing of the G.T.R. north of the village of Burk's Falls, Ont., being the tenth and eleventh concessions, lot 7. File 9437.868.

Order made that the railway company cut down the trees at the southeast corner and reduce the clay bank on the northeast and northwest corners, obstructing the view at the said crossing, to a height of 4 feet; work to be completed by October 31, 1912. See order 17705.

3689. Consideration of the question of protection at the level crossing of the C.P.R. at Peterboro street, Norwood, Ont. File 9437.108.

Order made directing the railway company to install an electric bell by January 4, 1912, at the said crossing, at its own expense, 20 per cent of the cost of installation to be paid out of The Railway Grade Crossing Fund. See order 17655.

3690. Application of the C.N.O. Ry. for authority to remove speed restriction at the highway crossing just south of Brechin, Ont. File 9437.770.

Order made directing that the railway company be relieved from further protecting the said crossing. See order 17725.

3691. Application of the Toronto Eastern Ry. Co. under section 162, for a certificate correcting the location plan showing the location of the Toronto Eastern Ry. on lot 13, concession 2, township of Darlington, at the town of Bowmanville, Ont. File 15881.55.

Order made correcting error in the plan filed by the railway company, upon the condition that the company crossing the Mill-Pond by trestle work and do no filling in of the Mill-Pond. See order 17909.

3692. Application of the T.H. and B. Ry. Co. under section 227, for authority to replace the interlocking plant where the applicant company's easterly belt line of railway crosses that of the Hamilton, Grimsby and Beamsville Electric Ry. Co. on Maple avenue, Hamilton, Ont. File 20537.

Referred to the Board's chief engineer to deal with.

3693. Application of the C.N.O. Ry. Co., under section 176, for authority to take possession of, use and occupy, certain lands belonging to the Toronto, Hamilton and Buffalo Ry. Co. between Emerald street and Wentworth street, in the city of Hamilton, and for the re-arrangement of the tracks of the said T.H. and B. Ry. Co. File 12021.101.

Application withdrawn.

3694. Application of C.L.O. and W. Ry. under section 227, to cross G.T.R. main line, as now constructed, near Shannonville station, lot 3, concession 1, township of Tyendinnaga. File 3701.58.

Order made refusing the application, with leave to the applicant company to cross the tracks of the G.T.R. Co. by means of an overhead crossing, without lowering or depressing the tracks of the G.T.R. Co. See order 17696.

3695. Complaint from Mr. John Rowland of Walkerton, Ont., relative to condition of pens, on the G.T.R. which have no covering to protect live stock, thus causing loss to shippers and packers. File 20182.

Order made directing the railway company to provide a proper supply of water at the stock pens at Mildmay, Walkerton, Brussels, Waterloo, Chesley and Elora, on or before December 15, 1912, and shelter in the yards at the said points before July 15, 1913. See order 18113.

3696. Application of J. B. McLachlin, Toronto, Ont., for an order respecting damages accruing to property on Cunningham avenue, in connection with the Brock avenue subway, Toronto, Ont. File 9437.106.

No order made.

3697. Application of Toronto Suburban Ry. under section 227, for authority to cross the C.P.R. at a point on lot 19, concession 8, township of Esquesing, Ont. File 20471.

Order made granting leave to the applicant company to cross the tracks of the G.T.R. Co. by means of an undercrossing at the point in question: the applicant company to make provision for additional tracks at the said crossing, work to be done at the expense of the applicant company. See order 17723.

3698. Application of Toronto Suburban Ry. under section 227, for authority to cross the C.P.R. at Mimico river, township of Etobicoke, Ont. File 20472.

Order made authorizing the applicant company to cross the line of the C.P.R. by means of an under-crossing subject to the conditions set forth in the order. See order 17633.

3699. Application of C.N.O.R. for authority to divert and cross Church street between lot 10, concession B and lot 1, concession C, township of Etobicoke. File 12021.37.

Application withdrawn, all parties consenting.

3700. Application of C.N.C.R. for authority to cross Dundas street between lots 9 and 10, concession B, township of Etobicoke.

Application withdrawn, all parties consenting.

3701. Application of the G.T.R. under section 258 for approval of the location and detail plans of its proposed new station at Sunnyside, Toronto, Ont. File 20539.

Order made approving the location and plans of the applicant company's station at Sunnyside, Toronto, upon certain conditions set forth in the order. See order 17709.

3702. Application of the corporation of the city of Toronto, Ont., under sections 237 and 238, for an order directing the G.T.R. to provide protection by the installation of an electric bell where its railway crosses Woodbine avenue in the city of Toronto, Ont. File 9437.102.

Order made directing the G.T.R. to install an electric bell by January 8, 1913, at the said crossing and maintain the same at its own expense, 20 per cent of the cost of installation to be paid out of The Railway Grade Crossing Fund. See order 17961.

3703. Application of the city of Toronto, Ont., under section 29, for an order varying and rescinding the provisions of order No. 16846, dated the 25th day of June, 1912, whereby the track elevation of the proposed joint section of the C.P.R. and C.N.O.R. from Summerhill to Dovercourt Road, dated May 15, 1912, was approved. File 12021.70.

Order made directing that order of the Board No. 16846, dated the 20th June, 1912, be varied as therein set forth. See order No. 18012.

3704. Application of the corporation of the city of Toronto, Ont., under sections 20 and 274, for an order regulating the use of steam whistles and the ringing of bells on engines within the limits of the city of Toronto, on the lines of the C.P.R., G.T.R. and C.N.O.R. File 8342.4.

No order made as the matter is already dealt with by the general trains and operating rules of the Board.

3705. Application of the corporation of the city of Toronto, Ont., under section 317, for an order requiring the G.T.R., C.P.R. and C.N.O.R. to furnish proper facilities for forwarding and delivering coal consigned to the city of Toronto and vicinity. File 20497.

No order made.

3706. Application of the city of Toronto, Ont., for an order fixing the time within which the G.T.R. and C.P.R. shall have prepared and filed detailed plans for the new Union station referred to in order No. 17034, and also fixing the time for the calling of tenders for the construction of said station and for an order for payment of penalties as provided in the said order No. 17034, and for an order fixing a penalty of $1,000 per day for future delays. File 588, Case 2828.

Judgment reserved.

3707. Application of the C.N.O.R. under section 159 for approval of location from the south limit of concession road between concessions 5 and 6, township of south Orillia to mileage 22.04 in the township of North Orillia, Ont.

Order made granting the application. See order 18585.

3708. Application of the Toronto Suburban Ry. under section 227, for authority to cross the C.P.R. on lot 12, concession 3, township of Toronto. File 20473.

Order made granting the application by means of an under-crossing. See order No. 17703.

3709. Application to the Board of Trade, Orillia, Ont., for an order directing the G.T.R., C.P.R. and C.N.R. to provide an inter-switching service at Orillia, Ont. File No. 6713.19.

Order made providing for interchange tracks between the Grand Trunk and Canadian Pacific Railway Companies for inter-switching traffic between their respective railways. See order 18454.

3710. Application of the town of Orillia, Ont., and manufacturing interests of the town, for an order directing the Michigan Central Railroad Co. and the Grand Trunk Railway Co. of Canada to provide inter-switching facilities between their respective railways at Petrolia, Ont. NOTE.—Board will take up the matter of dispute between the G.T.R. and Petrolia Wagon Co. as to conditions upon which the latter company's land is to be used. File 6714.18.

Order made varying order No. 15664, dated December 16, 1911, to provide for the construction of the said interchange track between the said railway companies within fifteen days after the conveyance to them either by the town or the said William English of the land necessary for the purpose. See order 17694.

3711. Application of the Power City Stone Co., of Niagara Falls, Ont., for the continuance of the route via G.T.R. to Toronto in connection with their crushed stone shipments from St. Davids, Ont., the said route having been closed as from October 15, proximo, by supplement No. 10 to The Michigan Central R.R. Co. Joint Commodity. File 20549.

Order made that supplement No. 10 to the Michigan Central R.R. location and joint commodity tariff on sand, gravel and stone, see C.R.C. No. 1743, be disallowed, and requiring the Michigan Central R.R. and G.T.R. companies to continue the joint special commodity rate of 60 cents per ton of 2,000 pounds on crushed stone in carloads of the minimum weight of 30 net tons from St. Davids to Toronto via Niagara Falls, Ont., the said rate to be apportioned 20 cents to the Michigan Central R.R. Company and 40 cents to the G.T.R. See order 18449.

3712. Tariff C.R.C. No. 1743, and the operation of the said supplement having been suspended, pending hearing, by the order of the Board dated the 16th day of September, 1912. File 20549.

Order made requiring the railway company to re-establish the old rate of 60 cents; chief traffic officer to report as to the division of the rate between the railway companies.

3713. Application of J. F. I. Streight, of Islington, Ont., for the Toronto rate on coal from the Niagara Frontier to Islington via Campa and the Mimico cut-off. File 19747.

No order deemed necessary.

3714. Application of the Clifton Sand, Gravel and Construction Co. for an order reducing, adjusting and fixing the rates on sand, gravel and concrete material between Stamford, Ont., and surrounding points in the province of Ontario, including Niagara Falls, Chippewa, Port Colborne, Thorold, Merriton, St. Catharines, Hamilton, Toronto and intermediate points. File 18265.

Judgment reserved.

3715. Application of White & Co., Ltd., Toronto, Ont., for an order directing the railway companies to furnish heated refrigerator service. File 18855.1.

Order made that the railway companies operating in Eastern Canada upon reasonable notice from the shipper or shippers, furnish heated refrigerator cars for the carriage during cold weather of perishable articles, subject to certain provisions that the carrier will not be required to carry out, as set forth in the order. See General Order No. 98.

3716. The Canadian Pacific and Grand Trunk Railway Companies will be required to speak to their reported objection to endorsing their bills of lading for perishable freight in carloads, "To be loaded in refrigerators at Fort William or Port Arthur," in consequence of which shipments of perishables on through bills of lading from Eastern Canada, transhipped into ordinary box cars at Fort William and Port Arthur, have deteriorated in transit between the said ports and their western destinations. File 18,855.

See General Order No. 98 in connection with application of Messrs. White & Co., Ltd., of Toronto. See also General Order of the Board No. 101 in this connection.

3717. Consideration of the matter of protection at the crossing of the C. P. R. at Main street, Chesterville, Ont. File 9,437·914.

No order made.

3718. Application of C. N. O. Ry. under section 167, for sanction and approval of the revised location of its line of railway through the townships of Nelson and East Flamboro, counties of Halton and Wentworth, mile 31·54 to mile 37·50 from Toronto, Ont. File 12,021·110.

Order to issue as agreed upon between the C. N. O. R. and G. T. R. companies.

3719. Application of C. N. O. R. under section 237, for authority to construct its line of railway across the public road between lots 8 and 9, range 2, station 2,450,38, township of Bristol, P.Q. File 3,561·82.

Application refused.

3720. Consideration of the question of directing the Cumberland Ry. and Coal Co. to equip, within 12 months, its cars with automatic couplers and air brakes in compliance with the provisions of sections 264 and 386 of Railway Act. File 3,094.

Order made that the Cumberland Railway and Coal Co. equip its cars with automatic couplers and airbrakes in compliance with the Railway Act, by October 25, 1913, with leave to the company to apply for an extension of time if it is found impossible to comply with the requirements of the order. Order 17870.

3721. Complaint of the International Paper Co., *et al,* against proposed increase in rates on pulpwood from the provinces of Quebec, New Brunswick and Ontario, to points in the eastern United States. File 18,879.

Application refused subject to the condition that the rates from the C. P. R. stations west of Avonmore to and including Smiths Falls in effect at the date of this order be restored; the said tariffs of the respondent railway companies increasing the rates on shipments of pulpwood in carloads are hereby allowed provided that such increases shall not become effective before August 15, 1913.

3722. The G. T. R., C. P. R., O. and N. Y. and Canadian Northern eastern lines will be asked to speak to the new tariffs of the companies increasing from November 11 the tolls to be charged for cartage at the so-called cartage points in Eastern Canada. File 18,663.

No order made.

3723. Application of the St. John and Quebec Ry. Co. under sections 227 and 229 for an order directing the C. P. R. to allow the said St. J. and Q. Ry. to connect its tracks with those of the C. .P. R. in the city of Fredericton, N.B., at a point between Westmorland and York streets, to permit the operation of their trains, etc., between the said points; to rearrange spur track used by the C. P. R. between said points and to remove portion of spur connecting the Victoria mills in the city of Fredericton, N.B. and the C. P. R. File 19,077·1.

Order made refusing the application. See order 18,486.

3724. Application of the St. John and Quebec Ry. Co., under sections 227 and 229, for authority to erect, maintain and operate crossing over the C. P. R. at a point between the 49th and 50th miles, north of McAdam Junction, on the northern section of the Atlantic division of said railway and to allow the St. John and Quebec Ry. to connect its tracks temporarily with those of the C. P. R., near stations 2606 and 2593.

Order made authorizing the crossing by means of an overhead bridge. See order 17913.

3725. Complaint of Geo. H. Jones, of Huntington, P.Q., relative to G. T. R. and N. Y. C. and H. R. R. (St. Lawrence and Adirondack division) blocking his farm crossing. File 19009.

No order made. The G.T.R. Company undertaking to renew any of the fences or gates early in the spring of 1913.

3726. Complaint of George Shearer, Huntington, P.Q., relative to G.T.R. and N.Y.C. and H.R.R. blocking his farm crossing. File 20494.

Order made directing the G.T.R. Co. to construct a crossing for the joint use of Messrs. Geo. Shearer and Chas. Shirriff on the dividing line between their farms, the cost of the two extra gates to be divided equally between Messrs. Shearer and Shirriff, the remainder of the expense to be borne by the railway company, who are to maintain the crossing and gates. Work to be completed by May 1, 1913. See order 18767.

3727. Complaint of Chas. Shirriff, of Huntington, P.Q., relative to G.T.R. and N.Y.C. and H.R.R. blocking his farm crossing. File 19529.

Order made directing the G.T.R. Co., to construct a crossing for the joint use of Messrs. Geo. Shearer and Chas. Shirriff between the dividing line of their farms; work to be completed by May 1, 1913. Order No. 18600 rescinded. See order 18767.

3728. Application of P. Larose, Larose Station, Weir, P.Q., for better station accommodation and train service at Larose Station on the line of the C.N.Q. Ry. File 19979.

Order made directing the railway company to provide a flag station at Larose Station for passenger purposes only. See order 17922.

3729. Consideration of the question of the location of the C.P.R. flag station at Long Swamp, P.Q. File 17941.

No change made. Station to remain in its present place.

3730. Application of J. A. C. Ethier, M.P., *et al*, of Ste. Scholastique, P.Q., for an order compelling the C.P.R. to erect platform for milk shipping purposes between St. Hermas and Ste. Scholastique, at a point known as Cote St. Louis, P.Q. File 18147.

Order made refusing the application. See order 17874.

3731. Application of W. Harris Dawson and residents of vicinity of Stonefield, P.Q., for an order directing the C.P.R. to stop its trains at the road between Stayner-ville and Grenville stations to pick up cream shipments for Montreal. File 19679.

Application dismissed.

3732. Complaint of the town of Richmond, P.Q., that the G.N.W. Telegraph Co. are removing their telegraph offices from that town. File 10041.38.

Stands. Company to arrange the matter by the 5th November. If not arranged, complainants to advise the Board.

3733. Complaint of the Municipal Council of the town of Greenfield Park, P.Q., relative to alleged dangerous crossings in the parish of Longueil, by the G.T.R., over Lapiniere road between the towns of Greenfield Park and St. Lambert, P.Q. File 9437.920.

Company to install gates. Question of distribution of costs reserved. Detail plans to be filed for approval.

3734. Application of the town of Pointe Aux Trembles, P.Q., for authority to open up Sixth Avenue across the tracks of the C.N.Q. Ry. within the limits of the said town. File 20569.

No order necessary. Matter referred to the Board's chief engineer and chief operating officer, who are to confer with the parties.

3735. Application of the town of Maisonneuve, P.Q., for an order directing the C.N.Q. Ry. to erect a station at their crossing at LaSalle Avenue. File 18583.

Railway Company to file within three weeks from October 29, plans for station.

3736. Application of the Central Ry. Co. of Canada for approval of plans showing revised location from mileage 0 to mileage 5 in the city of Montreal, P.Q. File 534.5.

Order made approving revised location of the applicant company, subject to condition set forth in the order. See order 17930.

3737. Application of the G.T.R. under section 237 for authority to construct two additional tracks across the Cote Noir road, parish of St. Antoine de Longueil, P.Q. (proposed new freight yards at St. Lambert, P.Q.) File 20686.

Order made authorizing the applicant company to construct a northerly track across the said Cote Noir road. See order 17927.

3738. Application of the C.P.R. under section 237, for an Order authorizing it to construct third main line track south of its present tracks across tracks, road-bed and right of way, of the Jacques Cartier Union Railway Co. on Lot Cadastral No. 908, Parish of Lachine, P.Q. File 20442.

Application withdrawn.

3739. Consideration of the matter of requiring the Central Vermont Railway, to remove its freight shed and the C.P.R. to move its baggage room from their present location at Farnham, P.Q., and the time in which the work is to be done. File 9437·834.

Order made directing the removal of the obstruction to the view at the point in question, the C.P.R. to remove its baggage-room at Farnham from its present site, by June 1, 1913. See order 18000.

3740. Application of the C.P.R. under sections 222 and 237 for authority to construct a branch line in the town of Lachine from a point on the Lachine canal, South Bank branch, thence southwesterly direction along the lands of the Lachine canal. Also another branch from Point on South Bank branch, thence in a southwesterly direction along the lands of the Lachine canal betwen public road and South Bank branch.

Application withdrawn.

3741. Application of C.P.R. for an order directing the City of Montreal to put a bridge at Ontario street in proper repair. File 19893.

Application withdrawn.

3742. Application of the city of Toronto, Ont., for an order directing the G.T.R. and C.P.R. to carry York Street and certain other streets in the said city under the tracks of the said railway companies. Note: This matter is set down for hearing on the question of clearance under the Queen street bridge. File 588, case 3322, part 3.

Order made that the crossings of Front and Overend streets by means of subways be approved, the city of Toronto to pave Mill street from Cherry street to Overend street. See order 18363.

3743. Application of the C.N.O.R. under section 227, for authority to cross jointly with the lines and tracks of the L.J.C. and M R., under the tracks of the C.P.R. near Jacques Cartier Junction, P.Q. (Adjourned hearing.) File 2342.75.

Order made granting the application subject to the condition set forth in the order. See order 17931.

3744. Application of the C.N.O.R. under section 237, for authority to construct its line of railway across Sanguinet street in the city of Montreal, P.Q., by means of structure carrying the railway over the highway (Hawkesbury-Montreal line). File 2342.82

Order made authorizing the crossing of Sanguinet street in the city of Montreal by the applicant company by means of an overhead structure, subject to and upon the condition that the sewer in the street at the point in question is not interfered with. See order 18095.

3745. Application of the C.N.O.R. under section 237 for authority to construct its line of railway across Morrison avenue, Montreal, P.Q. (Hawkesbury-Montreal line). File 2342.89.

Application withdrawn.

3746. Application of the C.N.O.R. under section 237, for authority to construct its line of railway across St. George street in the city of Montreal, P.Q. (Hawkesbury-Montreal line). File 2342.89.

Application withdrawn.

3747. Application of the C.N.O.R. under section 237, for authority to construct its line of railway across McPherson avenue, Montreal, P.Q. (Hawkesbury-Montreal line). File 2342.91.

Order made authorizing the crossing in the terms of the consent minutes filed by city of Montreal. See order 17921.

3748. Application of the C.N.O.R. under section 237, for authority to construct its line of railway across St. Famille street, Montreal, P.Q., by means of structure carrying the railway over the highway (Hawkesbury-Montreal line). File 2342.92.

Application withdrawn.

3749. Application of the C.N.O.R. under section 237, for authority to construct its line of railway across Albert street, Montreal, P.Q., by means of a structure carrying the railway over the highway (Hawkesbury-Montreal line). File 2342.93.

Order made granting the application.

3750. Application of the C.N.O.R. under section 237, for authority to construct its line of railway across St. Urbain street, Montreal, P.Q., by means of a structure carrying the railway over the street (Hawkesbury-Montreal line). File 2342.94.

Application withdrawn.

3751. Application C.N.O.R. under section 237, for authority to construct its line of railway across Park avenue, Montreal, P.Q., (Hawkesbury-Montreal line). File 2342.95.

Order made authorizing the applicant company to cross Parks avenue in the city of Montreal. See order 17919.

3752. Application C.N.O.R. under section 237, for authority to construct its line of railway across St. Charles Borromee street, Montreal, P.Q., by means of a structure carrying the railway over the street (Hawkesbury-Montreal line). File 2342.96.

Application withdrawn.

3753. Application C.N.O.R. under section 237, for authority to construct its line of railway across Lumsden avenue, Montreal, P.Q. (Hawkesbury-Montreal line). File 2342.97.

Application withdrawn.

3754. Application of C.N.O.R. under section 237 for authority to construct its line of railway across Manee street, Montreal, P.Q. (Hawkesbury-Montreal line.) File 2342.98.

Order made granting the application. See order 17920.

3755. Complaint of J. McDonnell of Montreal, P.Q., against the charges of demurrage on cars of export hay when cars are ordered to the wharf and not promptly moved by companies. File 1700.26.

No order made.

3756. Complaint of W. H. D. Miller, Montreal, P.Q., that at Mile End, P.Q., the C.P.R. refuse to consignees that benefit of rule 2, clause 1, of the Candian Car Service Rules, by charging switching $2 per car, unless placement orders are received by the company before the arrival of cars. File 20408.

No order made. See judgment of Chief Commissioner, dated January 3, 1913.

3757. Complaint of the Canada Cement Co., Ltd. against the charging of demurrage on cars ordered to a specific siding and which are delayed on account of space not being available. File 1700.27.

Order made dismissing the complaint. See order 17895.

3758. Application of the Montreal Board of Trade, under section 315 of the Railway Act, for an order directing the G.T.R. and C.P.R. Companies to equalize their rates on wire fencing and netting, also staples and wire goods, C.L.

Order made directing the G.T.R. and C.P.R. to submit and file, effective April 1, 1913, commodity rates on wire fencing and wire netting in carloads from Montreal, on the basis set forth in the order. See order 18775.

3759. From Montraal to Ontario points, as a basis similar to that prescribed by order No. 6844, April 6, 1909, in the application of the Canadian Freight Association. File 7346.1.

Order made that the G.T.R. and C.P.R. be required to publish and file, so as to become effective by April 1, 1913, commodity rates on wire fences and wire neting in

carloads including staple and wire gates when forming part of the said carloads from Montreal, on the basis set forth in the order. See order 18775.

3760. The G.T.R.. C.N.Q.R. and C.P.R. companies are required to show what facilities they now have and contemplate providing in their Montreal Terminals, also what arrangement, if any, exists between the G.T.R., C.N.Q.R. and C.P.R. with regard to interswitching cars for delivery on each others team tracks. File 20602.

Judgment reserved.

3761. Consideration of the question of a limitation of risk in goods forwarded through heated car service as set forth in the document submitted by the C.P.R. to shippers for the purpose of limiting liability. File 18855.3.

No order necessary. Secretary to write the applicant that the form sent to him was sent in error and should not have been sent.

3762. Complaint of the municipality of Melbourne and Brompton Gore, Que., relative to alleged dangerous crossing about three-quarters of a mile west of Kingsbury, on line of C.P.R., known as Miller Crossing. File 9437.936.

Matter referred to Board's engineer to investigate and report upon.

3763. Complaint of municipality of Melbourne and Brompton Gore, Que., relative to alleged dangerous condition of crossing on south shore of St. Francis river, between Melbourne and Brompton on line of C.P.R. File 14829.

Mattter referred to Board's engineer to investigate and report upon.

3764. Complaint of citizens of Bulstrode, Que., *re* condition of ditches, bridges, and culverts near G.T.R. station. File 19678.

Platform to be extended to highway. Culvert to be put in a proper stafe of repair; the work to be done within two weeks from this date.

3765. Complaint of Rev. R. F. Genereux, Develuyville, Que., *re* condition of G.T.R. station and platform at Bulstrode, Que.

Platform to be extended to the highway. Culvert to be put in a proper state of repair; the work to be done within two weeks of this date.

3766. *Re* Park Avenue subway, Montreal, Que. The Board will consider and hear application of Messrs. Davidson, Wainwright and Alexander, of Montreal, Que., on behalf of Mr. S. O'Shaughnessy, for leave of the Board to a prosecution of the city of Montreal, for the recovery of penalties exceeding the sum of $100 and the issuing of an order and other necessary processes compelling the city of Montreal to carry out the Board's order. (Adjourned hearing.) File 12912. Part 2.

Board directed that penalty be remitted. The work to be proceeded with by April 1, 1913, and to be completed within six months from that date.

3767. Application of the C.N. Montreal Tunnel and Terminal Co., Ltd., under sections 237 and 227 for authority to cross St. Antoine street and the tracks of the Montreal street railway on the said street in the city of Montreal, Que., by means of an overhead bridge carrying its tracks over the said street and tracks. File 18588.5.

Order made granting application.

3768. Application of the C.N. Montreal Tunnel and Terminal Co., Ltd., under sections 237 and 227, for authority to carry its lines and track over Wellington street and the tracks of the Montreal street railway on said street by means of an overhead bridge in the city of Montreal, Que. File 18588.6.

Order made granting application.

3769. Application of the C.N. Montreal Tunnel and Terminal Co., Ltd., under section 237, for authority to cross Ottawa street, Montreal, Que. by means of an overhead structure carrying its tracks over said street. File 18588·7.

Order made granting application.

3770. Consideration of the question of protection at the crossing of the G. T. R. on the road leading to Cardinal, Ont. File 9,437·819.

Order made. Work to commence April 15, and to be finished July 1, 1913, 20 per cent to be paid out of The Railway Grade Crossing Fund, 25 per cent by the municipality, the balance by the G. T. R.

3771. Application of the township of Beckwith, Ont., for an order directing the C. P. R. to provide a highway crossing in east half of lot 23, concession 11, township of Beckwith, Ont. File 20474.

Order made directing the C.P.R. Co., to provide a farm crossing, the applicant municipality to be at the expense of the necessary grading and gates at the said crossing. See order 18200.

3772. Application of the C. N. O. Ry. Co. under section 258, for approval of the location of its station grounds at Fitzroy Harbour, township of Fitzroy, Ont. File 3561·90.

Order made for diversion of highway. Road to be placed to the north of the railway line.

3773. Application of the Oshawa Ry. Co. under sections 222 and 237, for an order approving of branch line from the end of the present track on Bruce street, Oshawa, Ont., thence over Bruce street and Ritson road to the property of "Bricks, Ltd.," in said town of Oshawa; also to cross the tracks of the Toronto Eastern Ry. and the C. N. R. on the Ritson road. File 19821.

Order made granting application.

3774. Application of the Ontario and Quebec Ry. Co. (C.P.R.) under section 178, for authority to expropriate certain lands in the Notre Dame de Grace ward of the city of Montreal, known as subdivision No. 249, of the primitive lot cadastral No. 163, of the municipality of the parish of Montreal, P.Q., and part of the unsubdivided portion of the primitive lot cadastral No. 169, of the said parish of Montreal, P.Q. File No. 20824.

Order made granting application.

3775. Application of the Inland Coal and Coke Co. for the recision of order No. 17549 and the reinstatement of order No. 16460 authorizing the C. P. R. to construct, maintain, and operate a spur or branch line of railway for the Inland Coal and Coke Co. at Merritt, B.C. File 19710.

Order made granting application.

3776. In the matter of requiring the G.T.R. to install a full interlocking plant and make necessary rearrangement of tracks at Paris Junction, Ont. File 15499.130.

Stands. Railway company to submit plans by the 1st January, 1913. Work to be finished by the 1st of August, 1913.

3777. Application of the C. N. O. Ry. Co. under section 227 for authority to construct its lines and tracks across the lines and tracks of the G. T. R. at Stoney Creek, township of Saltfleet, Ont. File 12021·113.

Order made granting application, subject to engineer's report.

3778. Application of the C. P. R. under section 222, of the Railway Act, for authority to construct, maintain and operate a branch line of railway from a point on the main line of its railway about (650) six hundred and fifty feet southeasterly from the southeasterly side of Forsyth street, in Hochelaga ward, city of Montreal. File 17716.

Board directed that work be suspended until the 1st January, 1913, but C. P. R. to permit of the appeal of the city being heard by the Governor in Council.

3779. Application of the G. T. P. B. L. Co. under section 237, for approval of construction of its Calgary-Boundary branch across highways from mile 81·41, to mile 90·43, district of South Alberta. File 18927·8.

Order made granting application.

3780. Application of the G. T. P. B. L. Co. under section 167 for approval of revised location of its Calgary Boundary branch from the west line of the northeast quarter of section 12-13-24, to the south line of the northwest quarter of section 34-11-23, W. 4 M. mile 81.41 to mile 90.43, district of South Alberta. File 18927.10.

Order made granting application.

3781. Consideration of the matter of requiring the Central Vermont Ry. to move its freight shed, and the C.P.R. to move its baggage room, from their present position at Farnham, P.Q., and the time in which the work is to be done. File 9437.834.

It appeared that the Central Vermont Ry. shed has been removed. C.P.R. Co. undertakes that its baggage room shall be taken down by the 1st June, 1913, and a new one built.

3782. Complaint of Charles Garrow, of Goderich, Ont., alleging dangerous crossing on the line of the G.T.R. at 3rd and 4th concession line, township of Goderich. File 9437.900.

Referred to the Board's engineer to report as to whether the trees obstructing the view should be removed, or a bell installed. Order to go in accordance with his report.

3783. Application of the C.L.O. and W. Ry. Co. under section 237, for authority to construct its lines of railway across the highway between concessions 3 and 4, township of Scarborough, Ont., at mileage 180.69; also to divert said highway in a northeasterly direction to the road allowance between lots 12 and 13, concession 4, of said township, to close up portion of said road allowance and to construct its line of railway across same. File 3701.124.

Referred to engineer for report. Engineer for companies and townships to confer with Board's engineer. Order made for subway. Plans to be submitted; question of distribution of cost reserved.

3784. Application of the London Street Railway Co., under section 227, for an order permitting them to cross the tracks of the C.P.R. at Adelaide street, London, Ont., at subgrade. File 20196.

Order made granting the application subject to certain conditions set forth in the order. Applicant company to pay the whole cost of providing, maintaining and operating a half interlocking plant.

3785. Petition of the residents of the township of Ancaster relative to dangerous condition of the highway crossing over the tracks of the Toronto, Hamilton and Buffalo Ry., known as Garrie's crossing. File 9437.791.

Order made directing the company to cut down the hill in question, by the 6th December, as set out in the order, and directing that 20 per cent of the cost of work be paid out of The Railway Grade Crossing Fund. The question of proportioning the remaining 80 per cent of the cost to be reserved for further consideration by the Board.

3786. Application of Canadian Northern Ontario Ry. under section 159 for approval of location from the south limit of concession road between concessions 5 and 6, township of South Orillia, to mileage 22.04 in the township of North Orillia, Ont. File 8437.7.

C. N. O. R. to file new plan within 30 days. Copy of plan to be sent to the municipality.

3787. Application of C. N. O. R. under section 159, for sanction and approval of location of its line of railway through the townships of York and Scarboro, county of York, mileage 0 to 7.60 from Yonge street. File 3878.532.

Order made approving location of applicant company's line of railway from the end of joint section at station 83; 42.5 to mile 7.60.

3788. Application of the C.P.R., G.B. and S. Ry. and the L.B. and P. Ry. under section 227, to construct two junctions between tracks of G.B. and S. Ry. and L.B. and P. Ry. at mile 72.91 and 74.25, and under section 167 to revise location of the L.B. and P. Ry. near said junction at mile 72.91. (Adjourned hearing.) File 17307.

3789. Application of the municipal corporation of the township of Humberstone, under section 250 for an order directing the G.T.R. to provide and construct suitable culverts under its line of railway known as the Buffalo and Goderich division of the Grand Trunk on lots 22 and 23, concession 1, of the township of Humberstone. File 20681.

Order made directing the G.T.R. Co. to provide and construct culverts under its railway on said lots 22 and 23, work to be completed by May 31, 1913, question of the

railway company's contribution to the entire cost of the work to stand until the work is completed. See order 18534.

3790. Application of the Toronto Suburban Ry. Co., under section 227 for authority to cross the tracks of the G.T.R., where they intersect the applicant company's railway on the Acton Tanning company's property, Acton, Ont. File 20564.

Order made granting the application. Half-interlocking plan to be installed. Applicant company to bear the whole cost of installation and maintenance. See order 18373.

3791. Application of the city of Toronto, Ont., under sections 237 and 238, for an order directing the G.T.R., C.P.R. and the C.N.R. companies to erect and maintain gates or such other protection as the Board may deem advisable on either side of the railway tracks of the said companies where such tracks cross George street, in the city of Toronto, and to operate such gates by watchmen, or to do such other acts as the Board may order for the protection of the public using such streets. File 588.28.

Order made. The crossing to be protected by watchmen from 6.30 a.m. to 6.30 p.m. by railway company, one third of the cost to be paid by the city, one-third by the C.P.R. and one-third by the G.T.R.

3792. Application of the Empire Flour Mills, Ltd., of St. Thomas, Ont., for the restoration of the milling-in-transit arrangement on United States corn; the product of which was shipped from St. Thomas to points on or *via* the G.T.R. and C.P.R., the said arrangement under Michigan Central tariffs having been cancelled on the 3rd January, 1911. (Adjourned hearing.) File 20050.

Judment reserved. Matter referred to the Board's chief traffic officer to report upon.

3793. Application of the Fruit Growers' Association of Ontario, for an order requiring railway companies—

(*a*) To accept and forward per carloads of fruit at the carload rate subject to the carload minimum weight, from the original shipping point to the final destination, to be stopped in transit for completion of the carload at an additional charge of $3 per car for each such stop.

(*b*) For the carriage of fruit to furnish refrigerator cars equipped with rack or slatted floors, so as to insure free circulation of cold or warm air.

(c) To reimburse the cost of such rack or slated floors when these have to be furnished by the shippers themselves.

(*d*) To reimburse the cost of the slatted floors and paper linings necessary to adapt box cars for this traffic, in case the railway companies should be unable to furnish refrigerator cars on reasonable notice. File Nos. 19666 and 20747.

The Board refused the application for stop-over privileges for completion of carload shipments in transit at an additional charge of $3 per car each such stop; railway companies to re-establish the arrangement formerly in effect, whereby apples were carried to concentration points for storage, inspection, or for completion of carloads and re-shipmant subject to certain conditions at a reduction of one-third from the local tariff rates to the concentration points, so as to become effective by April 5, 1913; the G.T.R., G.T.P., C.P.R. and C.N.R. companies to notify the Board not later than April 15, 1913, of what number of their refrigerator cars in service are supplied with slatted floors, and what number are not.

3794. Application, T.H. and B. Ry. Co. under sections 235 and 237, for an order authorizing it to cross at grade highway known as Sanford Avenue South, Hamilton, Ont., with two spurs. File 20761.

Order made refusing the application.

3795. Application of the city of Hamilton for an order directing the T.H. and B. Ry. Co. to provide proper protection at the intersection of the company's railway with O'Rielly street, Hamilton, Ont. File 20141.

Order made. Railway company to protect at its own expense the crossing at O'Rielly street and Ferguson avenue, by a day and night watchman.

3796 Application, city of Hamilton, Ont., for an order directing the T.H. and B. Ry. to provide proper protection at the intersection of the company's railway with Ferguson avenue, Hamilton, Ont.

Order made. Railway company to protect at its own expense the crossing at O'Rielly street and Ferguson avenue, by a day and night watchman.

3797. Application, city of Hamilton for an order directing the Hamilton Electric Light and Cataract Power Company, Ltd., and the Hamilton Cataract Power, Light and Traction Company, to remove their poles, wires and cables on portions of certain streets in Hamilton. (Adjourned hearing.) File 19730.

Judgment reserved.

3798. Application of G.T.R. to construct spur to the premises of the Massey-Harris Company, Ltd., crossing the lands of the Canadian Rumley Co., Ltd., Abell and Sudbury streets, in the city of Toronto. File 20706.

Order made granting the application on the terms and conditions contained in the application of the city of Toronto filed with the Board. See order 18100.

3799. Complaint of the municipality of Shunish, Ont., relative to the G.T. Ry. crossing over Oliver road in that municipality. File 9437.910.

Application authorizing to cross highway and plan to be filed at once. Work to be completed within two weeks.

3800. Consideration of the matter of protection of the crossing of McTavish street, over the C.P.R. in the city of Fort William which was authorized by order No. 15957, dated the 9th day of February, 1912. File 18603.

Order made that C.P.R. file with the Board, within thirty days from November 8, 1912, plans of gates directed to be installed at this crossing, and within two months after the approval of plans, maintain and operate gates at this crossing with a day and night watchman, 20 per cent of cost to be paid out of The Railway Grade Crossing Fund, one-third by city of Fort William and two-thirds by railway company, cost of maintenance and operation to be borne, 25 per cent by city and the balance by the railway company.

3801. Application of the C.P.R. under section 237 for authority to construct four extra tracks across May and Ridgeway streets in the city of Fort William, Ont., the portion of said streets affected by the said crossing of track to be closed and replaced by street diversion on the northwesterly side of said tracks, but without crossing same. File 20538.

Order made granting the application upon the conditions set forth in the order. See order 18457.

3802. Application of the Board of Trade of Fort William and Port Arthur for the discontinuance of the practice of railway companies giving free storage at those points to traffic from the east. (Adjourned hearing.) File 18508.

Struck off the list. Not to be set down again until the Boards of Trade make formal application.

3803. Application for an order disallowing, as unjust or unreasonable, the tolls charged by the C.P., C.N. and G.T.P. Ry. Cos., for switching grain from and to the grain elevators at Port Arthur and Fort William. File 20735.

Judgment reserved.

3804. Application of the express companies operating at Port Arthur for an order fixing restricted limits at Port Arthur within which the express tolls shall include wagon service and amending the order of the Board No. 14982, dated August 10, 1911. File 4214.146.

Order made directing that until further ordered, the tolls of the said express companies include the collecting and delivery of express freight by the said companies, in all thoroughfares reasonably passable for express wagons in that portion of the city of Port Arthur described in the order. Order No. 14982 rescinded. See order 18346.

3805. Complaint of the Vigars-Shear Lumber Company, of Port Arthur, against the increase from $3 to $5 per car for switching from complainants' siding to the company's interchange with the Canadian Northern Railway at Port Arthur for furtherance to Westford, and for which increased charge no tariff has been published and filed. File 6713.21.

Application dismissed. It may, however, be considered with file 20735 when that application is dealt with by the Board.

3806. Application Fort Francis District Board of Trade, for an order directing the C.N.R. to provide at the village of Devlin, Ont., the following:—

1. A station with sufficient accommodation and facilities for the traffic at that point.

2. Connect the company's freight shed with the main highway by means of a properly constructed wagon road.

3. To build a loading spur and siding within reasonable access from the public highway.

4. To build a cattle yard and cattle loading chute and construct a platform to facilitate the loading of grain at that point.

5. To open the water courses and facilitate the draining of the station grounds. File 20791.

Application withdrawn.

3807. Application Harry Simpson, *et al*, at Niverville, Man., for an order directing the C.P.R. to station and keep permanent station agent at Niverville; also to stop its express trains, travelling in both directions, at said station. File 20776.

Order made requiring the C.P.R. Co. to appoint and maintain a permanent agent at Niverville station, agent to be appointed on or before February 1, 1913.

3808. Complaint from Ira D. Pringle, Dugald, Man., alleging non-payment by C.N.R. for the erecting of fences along the right of way through his property on the southwest ¼ section 7-11-6, Man. File 9994.58.

Matter settled by payment in full from the railway company.

3809. Application of Robert Wallace, *et al*, for an order directing the C.P.R. to construct a subway at the crossing between sections 24 and 25 in township 11, range 12. W.P.M. Manitoba. File 20114.

Order made diverting crossing. The longer construction on the south side of the track to be looked after by the C.P.R., and also to construct the road across the right of way. The shorter construction to be looked after by the municipality, 20 per cent of the whole cost of work to be paid out of The Railway Grade Crossing Fund.

3810. Complaint of the farmers in township 15, range 22, west of the 1st meridian, against the proposed location of the Canadian Northern Railway siding in the northeast ¼ section 2. File 8318.2.

Order made that the C.N.R. file with the Board, within 30 days plan showing four car spur. Applicants to provide railway company with sufficient land for construction of spur and pay cost of same. Railway company at liberty to remove switch and frog connecting spur with main line during the months of June, July and August in each year.

3811. Application of the Grain Growers Association of Baldur, Man., for an order requiring the C.N.R. to provide the siding for grain loading purposes at a point between Baldur and Belmont, Man. File 20174.

Order made directing C.N.R. to construct a four car siding at a point between Baldur and Belmont. Applicants to provide land for the siding and to grade it. The railway to provide ties and rails and to maintain siding.

3812. Application of the municipality of Rockwood town of Stonewall and Stonewall District Board of Trade, for an order directing the C.P.R. to grant commutation passenger tickets to passengers travelling between Winnipeg and Stonewall, on the ground that the C.P.R. sell commutation tickets between Winnipeg and Winni-

peg Beach, and the C.N.R., between Winnipeg and Oak Point, Manitoba. (Adjourned hearing.) File 20171.

Application dismissed.

3813. Application of C.P.R., under section 237 for authority to construct one additional track and re-construct an existing track on the Emerson branch; also to construct an additional track on its old or north main line across Montcalm street, St. Boniface, Man. File 20206.

Order made granting application C.P.R., to, at its own expense, place a watchman at Montcalm street, for the purpose of protection.

3814. Application G.T.P.B. lines under section 227, for authority to cross with its Harte Brandon branch the C.P.R. main line in the northeast ¼ section 31-10-17, W.P.M. File 18030.17.

Order made amending order 17216, August 15, 1912, by providing overhead structures authorized by said order shall be wide enough to permit of two tracks only to pass under same.

3815. Application C. N. Ry. Co. under section 227 for authority to construct its lines and tracks across the lines and tracks of the C. P. R. in the S.E. ¼ section 620-28 W. 4th M. Alta. File 18481-74.

Order made granting application, C. N. R. to bear expense of changing grade on line of C. P. R., making such change in grade as necessary to Highwood River bridge.

3816. Application of the C. P. R. under section 237 for authority to construct across Nairn street, Winnipeg, one additional track on its old or north main line and one additional track on its new or south main line, said south main line being also known as the Molson cut-off. File 20205.

Order made granting the applicant company leave to cross Nairn street; said crossing to be protected by a day and night watchman; the expense of the said watchman to be borne by the applicant company. See order 18361.

3817. Application of the Midland Railway Co., of Manitoba, and Winnipeg Trackage, Ltd., under section 227, for an order granting leave to the Midland Railway Company to cross the tracks of a main industrial spur of the C. P. R. near Wall street, Winnipeg, Man., with the tracks of an industrial spur leading to the lands of Winnipeg Trackage, Limited. File 20815.

Application refused, with privilege of renewing it at any future time.

3818. Tees and Persse, Ltd., John Deere Plow Co., Ltd., Campbell Bros., Wilson Co., Ltd., Miller, Morse Hardware Co., Ltd., the Frost and Wood Co., Ltd., A. R. Williams Machinery Co., Ltd., and other corporations and persons being owners of industries situate along the branch line of the Canadian Pacific Ry. Co., in the city of Winnipeg, known as Princess street spur, applying for an order rescinding order No. 17398, dated the 30th day of August, A.D. 1912. File 20115.

Order made refusing the application.

3819. Complaint of G. R. Scruton, of Beausejour, Manitoba, that whereas the C.P.R. does not exceed the Winnipeg rates to points on its Teulon and Winnipeg Beach branches on lumber and shingles from British Columbia points, it exceeds the Winnipeg rate by 5 cents per 100 pounds to Beausejour; notwithstanding that complainant must pay the Winnipeg rates on similar shipments from Keewatin. File 20790.

Order made that the C.P.R., C.N.R. and G.T.P. companies reduce the local and joint rates on lumber from shipping points west of and including Blairmore and Laggan, Alta., to points east of the Red river, so as to graduate less abruptly from the Winnipeg basis to the maximum basis west of lake Superior; reduced rates to become effective not later than April 1, 1913. Complaint with regard to the rates from Keewatin dismissed. Order No. 18738.

3820. Application of the G. T. R. and the G. T. P. Branch Lines Companies under section 254, subsection 4, for an order relieving such companies from erecting

and maintaining gates in opening in right of way fences provided to give the public ingress to and egress from station reservations on their respective lines. File 9994.65.

Application dismissed. Judgment, Chief Commissioner and Commissioner McLean, November 15.

3821. Complaint of the St. Boniface Board of Trade, and the Western Stone Co., of Winnipeg, that in transferring stone ex-Tyndall, from the C.P.R., to the C.N.R. and G. T. P. R., the companies are disregarding the provisions of the general interswitching order No. 4988. File 20241.

No order made. Complainants to furnish C. P. R. with statement. Railway to arrange for refund of any overcharge.

3822. Complaint of the St. Boniface Board of Trade, and Messrs. Couture and Marion, of St. Boniface, that by increasing its rate on brick from St. Boniface to Yorkton from 10 cents to 10½ cents per 100 pounds the C. P. R. Co. is now charging an excessive rate; also, that in charging 3 cents per 100 pounds from Portage la Prairie, to Winnipeg, and 4¾ cents from Winnipeg to Portage la Prairie, the company discriminates against St. Boniface Brick Manufacturers in favour of those at Portage la Prairie. File 20240.

Application dismissed.

3823. Application of J M. Suttie, corner Florence and Fisher streets, Riverview, Winnipeg, and A. E. M. Paget, Jessie avenue, between Helen street and Ayssley street, for the inclusion of their residences within the limits prescribed by order of the Board No. 15006 of September 15, 1911, for the free collection and delivery of goods by the express companies at Winnipeg. File 4214.145.

No order necessary as Canadian Northern Express undertook to arrange to deliver to Mr. Suttie's house.

3824. Complaint of J. G. Simmie, of McConnell, Manitoba, that the Canadian Northern Express Co. charge higher rates between McConnell, Manitoba, and Winnipeg, than those charged by the Dominion Express Company for similar or greater distances between Hamiota and Strathclair and Winnipeg. File 4214.292.

Judgment reserved. Matter referred to the Board's chief traffic officer to investigate and report upon.

3825. Consideration of the question of "sample markets" under the Canadian Grain Act with respect to matters therein assigned to the Board of Railway Commissioners. File 20367.

Judgment reserved.

3826. Application, city of Brandon, to cross with its municipal street railway the Canadian Northern at Tenth street. File 19861.

Order made granting the application upon the conditions set out in the order. See order No. 18241.

3827. Application of city of Fort William, for an order directing C.N.R. to install and provide safety appliances at the intersection of Gore and Frederica streets, West Fort William. File 20687.

Order made directing C.N.R. to erect gates at Gore street, 20 per cent of the cost of installation to be paid out of "The Railway Grade Crossing Fund," 20 per cent of the remaining 80 per cent to be paid by the city, and the balance by the railway company. Cost of maintainance to be borne, 20 per cent by the city, and 80 per cent by the railway company. Gates to be completed and put into operation on or before the 1st of March, 1913.

3828. Application of the city of Brandon for leave to cross the line of the Canadian Northern Railway Company on First street, with the lines of its street railway. File 21112.

Order made authorizing the crossing, subject to the conditions set out in the order.

3829. Complaint of the Canadian Oil Co., Ltd., *re* refusal of C.P.R. to switch car loads of empty barrels at Paddington received from C.N.R. stores department, Winnipeg. File 20870.

Judgment reserved. Matter referred to the Board's chief traffic officer to report upon.

3830. Complaint of Frank Yestrom regarding condition of fences along right of way of C.N.R. Co., between Dufresne and St. Ann, Manitoba.

Order made requiring the company to repair immediately its fences along the right of way between Dufresne and St. Ann, Manitoba.

3831. Application of C.N.R. Co., for an order under section 237 of the Railway Act, authorizing the construction of a second track across Dawson road, St. Boniface, Man.

Order made granting application without prejudice to the right of way of the city of St. Boniface to apply for protection at the said crossing at any future date.

3832. Application of Canadian Northern Railway Co. to cross irrigation ditches of the Canadian Pacific Railway Company in the Province of Alberta. File No. 12924.35.

The companies having arranged the differences existing between them, draft order to be signed and forwarded to the Board for signature.

3833. Application city of Winnipeg, requiring the C.P.R. Co. and the Winnipeg Electric Ry. Co. to show cause why the McPhillip street subway should not be used for street railway traffic.

Board decided that subway may be used for street railway purposes if there is no danger to superstructure owing to attachment of electric wires, &c. Details of work to be done under direction and to satisfaction of the Board's engineer.

3834. Petition residents of The Pas, N.W.T., for an order directing the C.N.R. to provide a regular train service between Hudson Bay Junction and The Pas. File 12792.

Matter stands. C.N.R. Co. have promised to install a telegraph service between Hudson Bay Junction and The Pas, by the 7th December.

3835. Complaint of the municipality of the village of Marcelin, Sask., relative to C.N.R. crossing at that point. File 20362.

C.N.R. stated that the matter had been arranged and the work partially completed.

3836. Complaint of town of Prince Albert, Sask., regarding shunting of cars across certain streets and protection required thereat.

Town to file complaint as to protection required.

3837. Complaint of Chas. McDonald, of Prince Albert, Sask., *re* freight rates between Montreal, P.Q., and Vancouver and Victoria and between Montreal, P.Q., and Prince Albert, Sask.

Matter to be considered in connection with the Western Freight Rates Case.

3838. Complaint of J. Hopwood regarding overcharge on car of settler's effects by C.N.R.

C.N.R. undertook to look into the matter and if a mistake has been made to rectify the same. If it is not settled to the complainant's satisfaction he is to communicate with the Board.

3839. Application of McKenzie Ellis Wood Company, Ltd., for an order directing the Canadian Northern Railway Company to construct a spur to run off the city track crossing Seventeenth street to lots 1 and 4, block 13. river lots 76, Prince Albert, Sask.

Railway company stated that it would arrange with the applicants to construct the spur. No action necessary.

3840. Complaint of rural municipality of Kindersley, Sask., respecting condition of road leading up to loading platform at Firmount siding, in township 28, R. 24, W 3rd M. on the line of the C.N.R. File 20575.

The run off the loading platform has been fixed up and the company are working at the road. No further action necessary at present.

3841. Application of the Waldhein Board of Trade for an Order directing the C.N.R. to construct a station at that point. File 15825.

Order made requiring a third-class station to be completed by the 1st May, 1913.

3842. Complaint citizens and farmers of Ruddell, Sask., relative to alleged shortage of cars at that point on the line of the C.N.R.

Matter explained by solicitor for C.N.R. to the satisfaction of the Board.

3843. Complaint of E. E. Bent, of Landis, Sask., regarding delay of C.P. car 141176 loaded with flour and groceries at Saskatoon for Landis, Sask.

The Solicitor for the C.N.R. stated that the company were responsible for the delay, and that the man had been dismissed. No further action necessary.

3844. Complaint of J. B. Cote, of Legal, Alberta, against the alleged poor accommodation for passenger and freight and the manner of handling of freight by the C.N.R. at that point. File 20831.

Order made directing the C.N.R. Co. to erect a suitable shelter and platform. Plans to be filed by the 22nd December, 1912. Work to be commenced after approval of plans.

3845. Application Robert Bailey, Esq., of Namao, Alta., under section 171 for leave to work the mines and minerals lying under the railway of the Edmonton, Dunvegan and British Columbia Railway Company. S.W. 1-4, 8-55-24, W. 4th M. Alta. File 20827.

Order made granting the application subject to the conditions set forth in the order. See order 18904.

3846. Petition from the farmers in the vicinity of Lamartin, Alberta, for an order directing the G.T.P. Ry. to provide facilities for loading cattle and hogs at Lamartin, Alta. File 19058.

Referred to the Board's inspector to look into and report upon the question of traffic. Company promised to furnish necessary grain cars.

3847. Application of the village of North Edmonton, Alberta, for an order directing the C.N.R. to construct a crossing at Kelly avenue across the tracks of the said company. File 19618.

Order made dismissing the application. See order No. 18240.

3848. Application of the village of North Edmonton, Alta., for an order directing the G.T.R. Co. to construct a switch or switches for the purpose of loading and unloading freight consigned from and to the village of North Edmonton. File 20121.

No further action necessary tracks having been put in by the railway company.

3849. Application of the corporation of the city of Edmonton, Alta., for an order directing the G.T.R. to construct a switch or switches for the purpose of loading and unloading freight consigned from and to the village of North Edmonton. File 20121.

No further action necessary tracks having been put in by the railway company.

3850. Application of the corporation of the city of Edmonton, Alta., under section 29, for an order amending or varying order No. 16259, by providing for the straightening or widening of the wing walls of the subway now constructed over Fort Saskatchewan trail. File 9023 Part 2.

Permission granted to the city as it desires to change wing walls of the subway. Plans to be submitted to the Board and the G.T.P. City to do the work at its own expense, no allowance to be made out of The Railway Grade Crossing Fund.

3851. Application of the city of Edmonton, Alberta, under sections 29 and 30, for an order directing the C.N.R. Co. and the G.T.P. Ry. to use one set of double tracks from eastern boundary of the city to First street. (Adjourned hearing.) File 16839.

Engineers of the respective parties to consult together. Board's operating officer to report. Railway companies to prepare plans and submit same to city and Board's engineer. Plans to be prepared by 22nd January, 1913, and to show as far as possible manner in which question of grade separation is to be dealt with. Plans also to show points where, in opinion of the railway companies, the rights of way can be brought together with a view of eliminating unnecessary cost and expense of subway construction except in places where it may be necessary to put in local yards or extra tracks for the purpose of looking after existing industries or industrial track spaces that the city are now laying out, negotiations to be gone on with as soon as the two months are up.

3852. Application of the Edmonton and Clover Bar Sand Co., of Edmonton, for consideration of the rates charged by the Grand Trunk Pacific Ry. Co., from the complainants' sand and gravel pits at Clover Bar to Edmonton. File 20826.

Judgment reserved.

3853. Application under section 237 for authority to construct a highway across the right of way of the Edmonton, Yukon and Pacific Railway Co., and the right of way of the Grand Trunk Pacific Ry. Co., within the limits of the city of Edmonton for the purpose of connecting Nineteenth street, north and south of said right of way. File 20578.

Engineers of respective parties to consult together. Board's operating officer to report. Railway companies to prepare plans and submit same to city and Board's engineer. Plans to be prepared by 22nd January, 1913, and to show as far as possible manner in which question of grade separation is to be dealt with. Plans also to show points where, in opinion of railway companies, the right of way can be brought together with a view of eliminating unnecessary cost and expense of subway construction except in places where it may be necessary to put in local yards or extra tracks for the purpose of looking after existing industries or industrial track spaces that the city are now laying out, negotiations to be gone on with as soon as the two months are up.

3854. Consideration of the question of protection at crossing of C.N.R. over Edmonton street railway at First street, Edmonton, Alta. File 8636, case 4041.

Engineers of the respective parties to consult together. Board's operating officer to report. Railway companies to prepare plans and submit same to city and Board's engineer. Plans to be prepared by 22nd January, 1913, and to show as far as possible manner in which question of grade separation is to be dealt with. Plans also to show points were, in opinion of the railway companies, the right of way can be brought together with a view of eliminating unnecessary expense and cost of subway construction except in places where it may be necessary to put in local yards or extra tracks for the purpose of looking after existing industries or industrial track spaces that the city are now laying out, negotiations to be gone on with as soon as the two months are up.

3855. Petition of the Minburn Board of Trade, and residents of that vicinity, requesting that the C.N. Ry. Co. be directed to maintain a station and a station agent at that point. File 20214.

Referred to Board's inspector to make inspection and report, to ascertain the amount of business done at Minburn. Platform to be extended 60 feet.

3856. Complaint of John McNeill of the Twin City Transfer Co., Edmonton, that he is not allowed equal privileges with another Transfer Co., to solicit transfer and baggage at the C.P.R. station. File 20922.

Order made granting the application subject to the conditions set out in the order, but without prejudice to the position of the applicant when the question of further protection arises.

3857. Application of Harold W. Riley, of Calgary, for reconsideration of the Board's order No. 17384, of September 4, 1912, as amended by order No. 17492 of

September 14, 1912, prescribing express rates on cream, and terms and conditions of services in connection therewith. File 4214.219.

Stands for applicants to furnish the Board with a statement of particulars and to send a copy of it to the express companies.

3858. Application of G.T.P.B.L. Co., under section 167, for approval of revised location from section 33-23-29, W. 4 M. to north line section 1-24-1 W. 5 M. mile 196.81 to mile 198.44, district of South Alberta, Alta., and

Application of Caradoc David Jenkyn of Calgary, for an order rescinding order No. 13880, dated June 10, 1911, approving of the G.T.P. Branch Lines location, entrance, into Calgary. File 10821.17.

Application withdrawn.

3859. Application of the Canadian Northern Railway Co., under section 159, for sanction and approval of the location of its line of ralway through townships 23-24, and ranges 29, W. 4 M. 21, W. 5. M. and part of the city of Calgary, Alta. Mileage 255.73 to 261.44. File 12924.20.

Complaint abandoned, as matters complained of have been adjusted.

3860. Application Calgary Brewing Co., *re* switching of cars on 15th street, Calgary, Alta. File 21194.

Board decided that an order should issue for installation of switches as shown on plan, as soon as city council of Calgary passes necessary by-laws.

3861. Complaint of Board of Trade, Gleichen, Alta., *re* C.P.R. car supply. File 18705.20.

Board decided that this matter should be dealt with by Grain Commission.

3862. Complaint of Banff Board of Trade, Banff, Alta., against the proposed change of route on the C.P.R. through Banff, Alta. File 21182.

Board directed that if the company should make an application to change its line the Board would take this protest into consideration.

3863. Application of the Canadian Pacific, Grand Trunk, Michigan Central, and Canadian Northern Railway Companies, for an order providing that notwithstanding anything contained in the order of the Board dated January 25, 1906, (approving the Canadian Car Service Rules) shippers or consignees who retain cars for loading or unloading beyond the free time allowed by said rules, shall pay certain demurrage charges, as set out in this application.

Order made that on the publication and filing of tariffs therefor, and for the period commencing December 15, 1912, and terminating March 31, 1913, the applicant companies are permitted to increase the car service or demurrage toll prescribed by order No. 906, January 25, 1906, from $1 a day to $2 a day for the first 24 hours and to $3 for each succeeding 24 hours. Order not to apply to cars held in transit at stop over points under published tariffs. See order 18178.

3864. Application of the Ashcroft and District Board of Trade of Ashcroft, B.C., for new freight accommodation at local station at Ashcroft, B.C., on the line of the C.P.R. File 20166.

No further action necessary.

3865. Complaint of M. F. Shook, Hatzic, B.C., for an order directing the C.P.R. to provide a farm crossing where the railway affects his property. File 19849.

No action taken by the Board.

3866. Complaint of the Mission District Board of Trade alleging that the level crossing over the tracks of the C.P.R. at Mission City, B.C., known as Horne avenue crossing, is inadequate, also is blocked by cars for thirty minutes and upwards at a time. File 15725.

Matter to stand until the municipality passes a by-law for the building of a bridge.

3867. Complaint of the residents of Fairview avenue and the municipality of Penticton, B.C., relative to location of the Kettle Valley railway through the town of Penticton, B.C. File 17738.25.

Railway company to furnish the municipality with copies of the plans of street crossings, and municipality to be given an opportunity to present its views to the Board before an order issues.

3868. Application of the Charles Henry Ziegler, *et al*, George Rittner, Lemuel Freer, Henry L. Massey, and others, under sections 258 and 284 of the Railway Act, for an order directing the Grand Trunk Pacific Railway Company to provide a station and freight accommodation at Haysport in the province of British Columbia, and

Application of the Grand Trunk Ry. Co., to amend order No. 17253, dated the 20th day of August, 1912. File 19995.

Order made that the Grand Trunk Pacific Ry. Co. stop its trains for mail and passenger service at Haysport, B.C., until the opening of navigation. Order No. 18592.

3869. Application of the corporation of the district of Coquitlam, B.C., under section 237, for an order directing the C.P.R. Co. to provide and construct a suitable crossing connecting Hastings street with the Dewdney Trunk road, at Westminster Junction, B.C. File 20351.

Matter referred to the chief operating officer of the Board to report upon, and in the meantime no order made regarding change of station.

3870. Application Abbotsford Timber and Trading Company, Limited, for permission to cross the track of the V.V. and E.Ry. Co. with their logging track, in the centre of section 20, township 16, E.C.M. File 20034.

Order made for an overhead or level crossing, which ever is recommended by the Board's engineer. Protection to be at the expense of the applicants.

3871. Application C.P.R., for approval of plans showing proposed new location of station at Salmon Arm, Shuswap subdivision, B.C., Division. File 19616.

Order made extending time for completion to the 28th April, 1913.

3872. Complaint of the Vancouver, Nanaimo Coal Mining Co., Limited, that the E. and N. Ry. refused to handle private coal cars over their main line. File 19535.

Order made dismissing the complaint. See order 18246.

3873. Application Canadian Pacific Ry. Co., for leave to terminate the siding agreement made November 1, 1911, between the C.P.R. and the Vancouver Ice and Cold Storage Co., Limited, the siding in respect of which this application is made being situate in the city of Vancouver. File 20130.

See judgment of Chief Commissioner, dated January 22, 1913, that no order will go for one month in order to allow the parties to agree as to compensation.

3874. Application of the British Columbia Sugar Refining Co., of Vancouver, for an order prohibiting the Canadian Pacific Ry Co., from trans-shipping in its Vancouver yard straight carloads of sugar ex-complainants' siding, so as to consolidate two carload shipments into one car, for different consignees at the same destination, or for different destinations. File 20550.

No further action necessary.

3875. Complaint of the British Columbia Sugar Refining Co., of Vancouver, alleging discrimination by the Canadian railway companies in their rates on sugar to points in the western provinces, in favour of the refiners in Eastern Canada. (Resumption of hearing held at Vancouver, July 27, 1912.) File 19700.

See judgment of Commissioner S. J. McLean, dated February 21, 1913, deciding that the application must stand to be dealt with in connection with the general investigation into western freight rates.

3876. Complaint of the Pacific Machinery and Supply Co., of Vancouver, against the first-class rating of the Canadian Freight Classification for band saws. File 20698.

Order made dismissing the application.

3877. Application of the Imperial Rice Milling Co., of Vancouver, B.C., for reductions from the present freight rates on rice and broken rice (or brewers grits)

from Vancouver to points east of and including Calgary to Winnipeg, inclusive. File 20198.

Order made dismissing the application.

3878. Application of the city of Vancouver, B.C., for an order regulating the carriage of milk in the district of Vancouver, B.C. File 20119.

No further action necessary.

3879. Application of the city of Vancouver, B.C., for an order allowing the construction of a bridge or viaduct to be used as a public highway from Georgia street to Harris street in the city of Vancouver over the railways of the C.P.R. and the V.V. and E. Ry. and Navigation Co.'s tracks. File 20060.

Order made as to the V.V. and E. Ry. and Navigation Co., approving of the plans of the crossing of the Georgia-Harris street, bridge, city of Vancouver, to do the work at its own expense. With regard to the C.P.R., order to go in the terms of the consent matter signed to be filed. Order to go in regard to the protection of North Vancouver Ferry crossing G.T.P. crossing at Columbia avenue crossing.

3880. Application of the city of Vancouver, B.C., for an order allowing the construction of a subway and approaches thereto under the railway of the C.P.R. to be used as a public highway at and adjoining Carroll street, in the city of Vancouver, B.C., and apportioning the cost of the same. File 20061.

Order made as to the V.V. and E. Ry. and Navigation Co., approving of the plans of the crossing of the Georgia-Harris street bridge, city of Vancouver to do the work at its own expense. With regard to the C.P.R. order to go in the terms of the consent matter signed to be filed. Order to go in regard to the protection of North Vancouver Ferry crossing. G.T.P. crossing at Columbia avenue crossing.

3881. Application for an order allowing and directing the construction of highways on Hastings street, Pender street, Keefer street, and Harris street, by way of overhead bridges or viaducts over the railway of the V.V. and E. Ry. and N. Co., at its intersection of said streets and for the costs of such construction and maintenance of same. Plan in trip. File 20062.

Order made that the time within which the British Columbia Electric Ry. Co., be allowed to appeal from order of the Board No. 17840, be extended for two months from November 29, 1913, and directing that the work be completed under said order within six months from November 28, 1912. See order No. 18253.

3882. Complaint from the land owners and residents of White Rock, B.C., per Mr. Henry T. Thrift, of White Rock, B.C., relative to the Victoria Terminal and Ferry Company, otherwise the Great Northern Railway Co., failing to provide facilities for the public to get to the waters of Seminhoe bay about three and one-half miles north of the international boundary line, more particularly in section 10, township 1, New Westminster district. File 20176.

Referred to the Board's engineer to report on best place for subway. Order made for construction of subway. Detail plans to be filed within three weeks from the time the Board's engineer visits the point.

3883. Petition of the residents of Abbotsford, B.C., asking that Hazel street be opened up across the tracks of the C.P.R. and British Columbia Electric Railway in order to relieve the congestion of traffic at Essendende avenue, in Abbotsford, B.C. File 17618.

Board decided nothing could be done until local authorities give the residents the right to cross the tracks of the British Columbia Electric Co. When consent obtained application may be renewed.

3884. Application of the Dolata Shingle Co., Limited, for an order requiring the C.N. Railway Co. to construct a spur to serve the applicants' mill near Townsend station, B.C. File 20917.

Order made authorizing the construction of the branch line, and directing the railway company to construct it by February 14, 1913. See order 18508.

3885. Application of the city of Vancouver for the construction of gates at the crossing of the C.P.R. and Victoria drive, Vancouver.

No further action deemed necessary by the Board. If the city desires to go on with the application at a future date, it may renew the application.

3886. Application of the Municipal Council of Delta, B.C., for an order reviewing, rescinding, changing, altering, or varying order of the Board made on the application of the V.V. and E. Ry. and Navigation Co., on August 5, 1907, relating to a portion of the River road in the municipality of Delta, and order of the Board No. 6817, dated March 3, 1909, and for an order compelling the V.V. and E. Ry and Navigation Co. to make a safe and sufficient road in lieu of that portion of said river road taken by the said railway company for purposes of its railway. File 6000, case 4431.

Order made dismissing the application. See order 18247.

3887. Complaint of John A. Lee and F. J. Hart & Co., Ltd., of New Westminster, B.C., relative to refusal of the G.N.R. to stop their train leaving Vancouver at 4 p.m. at Crescent.

This is set down in view of the further complaint of F. J. Hart & Co., of New Westminister, B.C., dated November 11, 1912, that the G.N.R. have not put in proper train service. File 19737.

Railway company to send to the Board and to the applicants copies of new time table to be issued about the 1st of January. Applicants to make any further representations they desire.

3888. Complaint of the municipality of Point Grey, B.C., relative to the condition of Granville street depot on the Vancouver and Lulu Island Railway (operated by the British Columbia Electric Railway Co.) File 20947.

The matter complained of to stand in abeyance for one month. If company not then in a position to state when the work on the new station will be completed, then the Board will deal with the matter.

3889. Application Vancouver, Victoria and Eastern Ry. and Navigation Co. under sections 178, 180 and 237 for authority to expropriate certain lands in the district of New Westminster, part of the lands being required for the purpose of diverting the Gunn road and Brunette road and part for purpose of providing an overhead crossing over tracks of said railway company at North road; also for an order closing portions of the Gunn road and Brunette road. File 572.33.

Judgment reserved, the engineers of the parties interested to hold a conference with the engineer of the Board, who is to report in the matter.

3890. Application of the Minister of Railways of British Columbia for an order directing that the pivotal span in the railway bridge over the Fraser river at New Westminster, B.C., shall be required to open only for the passage up or down the river of such ships, barges, boats or other vessels as cannot by the adoption of a hinge or similar device lower their smoke stacks, funnels, masts, flag-staffs or other similar erections and pass under the bridge without the pivotal span thereof being opened.

Order made in terms of regulations filed with the Board.

3891. Application on behalf of the Burrard Inlet Tunnel and Bridge Co., for the approval of the location of their railway from station 0 plus 00 to station 130 plus 03.6 on the S.S. of Burrard Inlet and for the approval of the location on the north side from station 148 plus 26 to station 174 plus 88.7. File 15732.4.

Order made granting the application subject to condition set forth in the order. Order No. 1765 rescinded. See order 18035.

3892. Application of the C.P.R. Co., for approval of the location of station at Coquitlam. File 20750.

Order made dismissing the application. See order 18379.

3893. Complaint of the Langley Prairie Farmers and Traders Association regarding fences on the line of the V.V. and E. Ry. from Cloverdale to Aldergrove.

Referred to the Board's inspector to investigate and report on. Order to go in accordance with his report.

3894. Petition from the Delta Board of Trade against the running of the G.N. Ry. train between Guichon and Vancouver.

Order made. With regard to the complaint regarding train service, &c., the railway company to file its answer within fifteen days and forward copies of reply to the complainants.

3895. Application of the Western Paper Mills, Limited, for the extension of their present siding at mill at Sapperton, B.C., on the G.N.R. also to have their local freight trains stop at applicants' mill to take freight to Vancouver and leave off freight from Vancouver. File 19195.

Order made that the Great Northern Ry. Co. extend the said siding 100 feet, work to be commenced by December 9, and completed by December 29, 1912. See order 18255.

3896. Complaint of the question of protection at the crossing of the British Columbia Electric Ry. Co., over the Esquimault and Nanaimo Ry., near Russel station, B.C. File 19313.

Order made rescinding the operative part of order No. 16133, dated March 15, 1912, and amending same. See order 18733.

3897. Complaint of the Victoria-Phœnix Brewing Co., of Victoria, B.C., that on April 1, 1912, the C.P.R. Co. increased its rate on ales, beer, and porter from Victoria to Vancouver locally from $2 to $4 per ton, and on the returned empties from $2 to $3 per ton. File 20363.

Judgment reserved. Referred to the chief traffic officer of the Board for report.

3898. Application of the corporation of the city of Victoria in the province of British Columbia for an order directing the employment of a watchman and the installation of gates on Esquimault road, in the city of Victoria, where the same is crossed by the tracks of the Esquimalt and Nanaimo Ry. Co., Limited. File No. 9437.944.

Order made directing the Esquimalt and Nanaimo Ry. Co., to erect, maintain, and operate gates at the crossing with day and night watchman, 20 per cent to be paid out of 'The Railway Grade Crossing Fund,' 20 per cent by the city of Victoria, 30 per cent by the E. and N. Ry. Co. and 30 per cent by the British Columbia Electric Ry. Co., Limited. The cost of maintenance and operation to be borne and paid, 30 per cent by the city of Victoria, 35 per cent by the British Columbia Electric Co. and 35 per cent by the E. and N. Ry. Co. Plans to be filed by January 2nd. Gates to be completed and put in operation within three months from the date of the approval of the plans by the Board.

See Order No. 18249.

3899. Application of the town of Blairmore, Alta., per the opening of 8th avenue across the tracks of the C.P.R. File 17711.

G.N.R. Co. to furnish the Board with report as to number of cars available for Canadian shippers and certain other information.

3900. Complaint of A. E. Watts, Wattsburg, B.C., alleging discrimination by C.P.R. against him in the matter of car supply. File 20667.

Referred to the Board's operating department for investigation and report.

3901. Complaint of Iron Mountain, Limited, Hudson Bay Mines, Queen Mines of Salmo, B.C., *re* G.T.P. refusal to supply cars for shipment of load ore from Salmo, B.C., to the Trail Smelter and Nelson, B.C. File 20619.

Judgment of the Chief Commissioner that the railway company must provide cars for business originating on its lines in Canada. Matter referred to the Board's operating officer for an inspection of the companies' traffic and facilities, within six months from March 7, 1913, the date of the judgment, in order to ascertain whether the Board's directions have been carried out. The question of freight rates to stand until the work of collecting further data is completed.

3902. Complaint of F. W. Godsal, Alta., and of the Board of Trade of Nelson, B.C., against alleged excessive passenger rate on C.P.R. steamers between ports of call on Kootenay and Arrow lakes, in the province of British Columbia. File 5889.

Judgment reserved. Referred to the Board's chief traffic officer for report.

3903. Application of Board of Trade, Nelson, B.C., that the C.P.R. be compelled to show cause why they should not now issue a new tariff showing reductions of rates similar to those recently granted to Spokane in as much as the present rates from points of origin in the east to Nelson, B.C., are discriminatory and unreasonable. File 11067.

Stands to be dealt with in connection with General Western Freight Rates Case.

3904. Application of the Public Works in the Government of British Columbia for an order under section 237 of the Railway Act, 1903, directing the Elk Lumber Co., Limited, to provide and construct level highway crossing at Fernie, B.C., across their spur. File 20906.

Judgment reserved.

3905. Complaint of Mr. H. H. Perry, of Ernfold, Sask., relative to unsanitary condition of slough and lack of crossing at Ernfold station on the line of the C.P.R. File 20742.

No action taken, the C.P.R. Co. stating that the ground for complaint had been removed, and that the company would put the station on the down side of the track, which will remove the difficulty with regard to crossing.

3906. Application of the Board of Trade of Weyburn, Sask., for joint through rates by the C.N.R. and C.P.R. via Midale, Sask. File 6713.19.

Order made directing that the tracks of the Grand Trunk and Canadian Pacific Railway Companies at Orillia be so connected as to provide for the reasonable receiving, forwarding, delivering and interswitching of traffic between their respective railways. Plan to be filed showing proposed connection and interchange tracks by the 31st January, 1913. See order No. 18451.

3907. Application of the city of Hamilton, Ont., *re* G.T.R. shunting cars on Ferguson avenue.

Board will consider appointment of a sole arbitrator to adjust all claims arising out of the G.T.R. Company's operations on Ferguson avenue. (Adjourned hearing.) File 18292.

3908. Application of the G.T.R. Co., under section 178, for authority to expropriate certain lands in the city of Hamilton, Ont., for the purpose of enabling the applicants to comply with the terms and directions contained in order of the Board No. 16671. File 18292.

Order made granting the application. See order 18891.

3909. *Re* Brock avenue subway, Toronto, Ont. Board will consider changes in plans of subway, desired by the city of Toronto, Ont. File 9437.106.

No order necessary. Plans referred to the Board's engineer to deal with.

3910. Application of the C.N.O.R. under section 159 for sanction and approval of location of its line of railway through the town of Deseronto, township of Tyendinaga, Ont., mileage 132.99 to 134.30. (Adjourned hearing.) File 3878.530.

Application granted in so far as the location is concerned. Question of damages to land owners reserved.

3911. Application of the Bay of Quinte Ry. Co., under section 237 for authority to revise the grade of its line of railway across the public road between lot 49, concession 1, township of Camden, counties of Lennox and Addington, and lot 16, concession 3, township of Portland, county of Frontenac, Ont. File 20644.

Order made granting the application subject to the conditions set forth in the order. See order No. 18891.

3912. Application of the C.L.O. and W. Ry Co., under section 227 for authority to cross the G.T.R. spur at mileage 20 from Glen Tay in the town of Cobourg, Ont. File 3701.65.

Judgment reserved, referred to the Board's engineer to report upon.

3913. Application of the C.N.R. for authority to cross C.P.R. Co's. Soo line in the N. W. 1-4 section 13, township 2, R. 8. W. 2 M. in the province of Saskatchewan. File 20703.

Application granted.

3914. Consideration of the question requiring railway companies to provide more efficient protection to car repairers working on repair tracks. File 20847.

Judgment reserved. Referred to the Board's chief operating officer. See circular No. 98.

3915. Application of the T.H. and B. Ry. Co., under section 178, for authority to take without the consent of the owners certain lands situate in township of Brantford, Ont., in order to provide for new storage tracks. File 21035.

Application withdrawn.

3916. Application of the town of Blairmore, Alberta, for an order authorizing the opening of 8th avenue across the tracks of the Canadian Pacific Railway Company. File 17700.

Order made refusing the application and authorizing the C.P.R. Company to open up, at its own expense, the original road allowance known as Twelfth street across its tracks in the town of Blairmore, Alberta.

3917. Application of the city of Lethbridge, Alberta, for an order making permanent the crossing of the tracks of the Canadian Pacific Railway Co. at 13th street authorized for by order No. 16640, dated May 28, 1912. File 18908.

No order made pending the expiration of the time fixed under order of the Board No. 16640. The engineer for the city of Lethbridge and the railway company to consider what is a proper solution of the difficulties at the point in question.

3918. Complaint of the Lethbridge Brewing and Malting Co., in regard to freight rates on malt from Minneapolis, U.S.A., via the C.P.R. to Lethbridge. File 21205.

Judgment reserved. Referred to the Board's chief traffic officer to report on.

3919. Complaint of Mr. H. H. Perry, of Ernfold, Sask., relative to unsanitary condition of slough and lack of crossing at Ernfold station on the line of the C.P.R. File 20742.

Company stated that the slough had been filled in and that the unsanitary conditions complained of had been removed. Company to put the station on the down side of the track, which will remove the difficulty with regard to the crossing. No further action necessary at present.

3920. Complaint of the G.T.P. Branch Lines Company, under section 237, for approval of plans showing Regina-Moosejaw branch under Main street in the city of Moosejaw, and road diversion. File 10863.53.

Matter settled. Board decided no further action necessary.

3921. Application of the town of Weyburn, Sask., for an order authorizing the construction of spur tracks for the purpose of adequately serving a tract of land recently required for industrial purposes. File No. 21172.

Order made granting the application. See order 18713.

3922. Application of J. H. Maharg for an order directing the Grand Trunk Pacific Ry. Co., to erect a fence on both sides of the right of way of the railway where it crosses the northeast quarter 3-17-27, W. 2 M. File No. 9994.74.

Line not yet constructed: but railway company will undertake to fence Mr. Maharg's property.

3923. Application Neil Gilmour, for an order directing the Grand Trunk Pacific Ry. Co., to construct an under-crossing on the northwest half 2-17-25, W. 2. M. File 20482.

Order made that the G.T.P. Co. cut off the top of the hill on the south side of the applicant's farm crossing and improve the grade. Work to be completed by May 15, 1913.

3924. Petition of the rural municipality of Webb No. 138 for an order directing the Canadian Pacific Ry. Co., to put in crossings at certain highways. File No. 19538.

Stands; the company to look into the question where the crossing should be located. Municipality and railway company to act in conjunction in settling where the crossing should be established, and to satisfy the Board on the question of seniority.

3925. Complaint of the town council of Estevan, Sask., against the closing of Souris street by the C.P.R. File 20212.

No further action necessary.

3926. Petition from farmers in the vicinity of Wauchope, Sask., for an order directing the C.P.R. to construct a stock yard at that point. File 20435.

No further action taken as Board had no jurisdiction.

3927. Complaint of the council of the rural municipality of Pheasant Valley No. 288, Sask., relative to failure of the C.N.R. to construct necessary crossing on road allowance between sections 7 and 8 and 7 and 18-29-18 W. 3 M. File 20179.

Order made authorizing the crossing. Work to be completed by the 21st January, 1913.

3928. Complaint of the rural municipality of Walpole, Sask., per C. N. Syme, of Wawota, Sask., *re* condition of crossings in that district on the line of the Brandon-Regina branch of the C.N.R. File 2424.4.

Order made requiring the C.N.R. Co., to grade the diversion in section 2, and to construct certain highway crossings as set out in the order; work to be completed by July 31, 1913.

3929. Complaint of the rural municipality of Walpole, Sask., per C. N. Syme, of Wawota, Sask., *re* condition of crossings in that district on the line of the Maryfield-Lethbridge branch of the C.N.R. File 10799.138.

Referred to the Board's engineer to report on. Order to go in accordance with his report.

3930. Application of the Saskatoon Brick and Supply Company *re* spur from C.N.R. File 18697.

Order made authorizing the Canadian Northern Railway Company to construct the spur.

3931. Complaint of J. B. McCugan, of Kronau, Sask., with reference to discrimination in freight rates alleged to exist between the towns of Kronau and Lajord on the Arcola line. File 20864.

Order made dismissing the complaint. See order 18343.

3932. Application of the city of Regina, Sask., under sections 227 and 228 for an order varying order No. 14282, to allow the city of Regina to operate its municipal street railway on Dewdney street east of Albert street, over a diamond installed by the city in September, 1911.

Order made granting the application subject to the conditions set forth in the order. See order 18445.

3933. Application of the city of Regina for authority to cross with its municipal street railway the G.T.P.B.L. Co. at rail level at the intersection of Dewdney street with Alexander street. File 21061.

Order made granting the application; crossing to be protected by a half-interlocker; work of installing to half-interlocker to be done by respondent company to be completed by June 30, 1913. See order 18445.

3934. *Re* crossing of Avenue "A" and 23rd street, Saskatoon, by a spur track of the Canadian Pacific Railway. This has a reference to order No. 17894. File 20751.

Order made amending order No. 17894, by providing that the applicant bear and pay the cost of putting in the diamond at the crossing of Avenue "A" and one-half the expense of operating and maintaining the half-interlocker. See order 18421.

3935. *Re* crossing of Avenue "H," Saskatoon, by the tracks of the Canadian Northern Railway. File 20943.

Order made that order No. 18331 be varied and that the cost of portion be varied as follows: City of Saskatoon to put in and maintain the diamond and the cost of providing and maintaining the half-interlocker plant to be divided equally between the city and the C.N.R. See order 18720.

3936. Complaint regarding the filing of plans by the Canadian Northern (Regina). File 21312.

Order made that unless the railway company withdraws that portion of its location plan affecting lots 21 to 30, in block 175, by March 27, 1913, it shall, at the expiration of the time named, forthwith take the necessary steps to acquire the said lots.

3937. Complaint of Regina Board of Trade *re* demurrage. File 1700-34.

The Regina Board of Trade to file with the Board any representations it desires to make.

3938. Complaint from the town of Emerson, per W. W. Unsworth, relative to Main street trestle work of the Canadian Northern Railway Co. being too low. File 18233.

Order made directing the C.N.R. at its own expense to macadamize the approaches and roadway under the trestle and to erect a fence on the west side of each end of the subway, approximately 300 feet of fencing to be erected by the 15th January, 1913, the work to be completed by June 15, 1913.

3939. Application of the Canadian Northern Saskatchewan Ry. Co. (Wroxton Westerly Branch) under section 227 of the Railway Act for authority to construct its lines and tracks across the lines and tracks of the Grand Trunk Pacific Railway (Canora branch) in the town of Yorkton, Sask. File 18860.2.

Order made refusing the application to cross the point applied for but authorizing the crossing at a point north of the distant signal placed on track of Grand Trunk Pacific Branch Lines Co. as shown on the plan filed with the Board and subject to the conditions set out in the order. See order 18372.

3940. Application of the city of Fort William for an order directing the C.N.R. Co. to provide safety appliances for protection of vehicular and pedestrian traffic at the intersection of Frederica street with the main line of the C.N.R. Co.

This application is set down for the purpose of affording the C.N.R. Co. an opportunity to speak to the question of the distribution of the cost of the work. File No. 20688.

3941. Application of the C.P.R. Co. under section 237 of the Railway Act, for authority to construct four extra tracks across May and Ridgway streets in the city of Fort William, Ont., the portion of said streets affected by the said crossing of track to be closed and replaced by street diversion on the northwesterly side of said tracks but without crossing same.

This application is set down for further hearing to enable the Canadian Pacific Railway Co. to state whether or not it considers it feasible to divert the line so as not to interfere with the streets in front of lot 32. File 20538.

Order made dismissing the application without prejudice to the applicant to renew it at any future time.

3942. Complaint of the Russell-Baker Packing Co., Ltd., regarding supply of stock cars and supply of water in the yards at Kinistino, Melfort, Birch Hills, Shellbrook and Star City. File No. 21244.

Order made that the C.N.R. Co. put in water-troughs and suitable flooring in the pens, and supply Star City, Melfort, Kinistino, Birch Hills and Shellbrook,

Sask., and arrange for suitable facilities to Prince Albert for switching stock. Work to be done not later than June 15, 1913. See order No. 18423.

3943. Application of the city of Winnipeg for an order directing the construction of a spur track in Elmwood. File No. 21222.

Application withdrawn.

3944. Application of the C.P.R. Co. under section 237 for authority to construct across Nairn street, Winnipeg, one additional track on its old or north main line and one additional track on its new or south main line, said south main line being also known as the Molson cut-off.

This application is set down for the purpose of enabling the C.P.R. Co. and the city to speak to the question of elimination of the grade at some point to be agreed upon between them. File 20205.

Order made granting leave to C.P.R. Co. to cross Nairn street, crossing to be protected by day and night watchmen at the expense of the company.

3945. Application of the C.P.R. for authority to construct additional track across Clavet, Nelson and Stephen streets, Port Arthur, Ont. File 20528.

Referred to the Board's engineer to report.

3946. Application of the municipality of Assiniboia with reference to some difficulty which has arisen over the repair and upkeep of a combined railway and traffic bridge of the C.N.R. over the Assiniboine river, immediately west of this city. File No. 21193.

No action taken.

3947. *Re* Winnipeg joint terminal tracks.

This matter is set down for hearing for the purpose of speaking to the question of a temporary crossing over Taylor's spur. File No. 18578.

3948. Application of the G.T.P.B.L. Co. for an order under section 261, subsection 7, allowing it to temporarily carry traffic over portion of Regina-Moosejaw branch between mile 34.7 and mile 40.1. File No. 10863.57.

Order made granting application of company and directing that it fence that portion of its line covered by the order before June 1, 1913.

3949. Application of the Consul General of Japan for an order requiring telegraph companies, subject to the jurisdiction of the Board, to accept telegrams in plain Japanese language at the single count, in the same manner as those in French, German and the other so-called plain languages authorized in international telegraph conventions relating thereto. File 10041.33.

Order made that all telegraph companies be required to receive for delivery at code-language count, both plain languages and code-languages, Japanese telegrams between points in Canada to and from inland points outside of Canada until such times as a sufficiently comprehensive dictionary is prepared and approved.

3950. Consideration of the new tariffs of cartage tolls of the railway companies, the effective dates of which have by orders of the Board, been postponed to December 31, 1912. (Adjourned hearing.) File 18663-9.

Order made that the special tariffs of the railway companies be disallowed, and in lieu thereof, the companies may file and publish special tariffs of toll charges for cartage at those points in Eastern Canada where cartage services are rendered which shall not exceed 2½ cents per 100 pounds provided that the minimum toll may be charged and collected for the cartage of any single complete shipment not exceeding 15 cents. See general order No. 97.

3951. Application of the T. H. and B. Ry. Co. under sections 235 and 237 for authority to cross at grade the highway known as River Road, township of Welland, Ont., with three spurs. File 20961.

Order made granting the application. Applicant company to install an electric bell at the said crossing by January 23, 1912. See order 18380.

3952. Consideration of the question of protection of crossing of the C.P.R. at Chambers street, Smiths Falls, Ont. (Adjourned hearing.) File 9437.847.

Referred to the Board's engineer to report upon.

3953. Application of the T.H. and B. Ry. Co. under section 178, for authority to take without the consent of the owners certain lands situate in the township of Brantford, Ont., in order to provide for new storage tracks. File 21035.

Aplication withdrawn.

3954. Application of the C.N.O.R., under section 227, for authority to construct its lines and tracks across the lines and tracks of the C.P.R. in the township of Pembroke, Ont., at mileage 82 4 west of Ottawa, by means of an overhead structure. File 3561.109.

Order made amending order 17474 by adding the following words: "and it appearing that the Canadian Pacific Railway Company is the senior road at the point of crossing."

3955. Application of the C.N.O.R. under section 237, for authority to construct its line of railway across the public road between concessions B and 2, township of Westmeath, county of Renfrew, Ont. File 3561.122.

Order made authorizing the applicant company to construct a subway, said subway to have 14 feet head room and to be 20 feet wide on the line of the travelled portion of the highway.

3956. Application of John A. Brown, of Beachburg, Ont., for a subway crossing on his property on south half of lot 13 and part of north half of lot 12, concession 3, E.M.L. township of Westmeath, Ont., on the line of the C.N.O. Ry. File 3561.128.

Order made directing the railway company to construct an under-crossing 15 feet wide with 12 feet headroom, where the same crosses the applicant's farm. See order 18546.

3957. Application of the C.L.O. and W. Ry. Co. under section 237 for an order authorizing it to construct its line of railway across Scugog street, in the town of Bowmanville, Ont., being at mileage 140.2 on said railway. NOTE.—The question of the distribution of cost to be spoken to. File 3701.73.

Order made that the cost of installing and maintaining the gates at the said crossing be paid, 80 per cent by the applicant company and 20 per cent by the Toronto and Eastern Ry. Co. See order No. 18541.

3958. Application of the C.L.O. and W. Ry. Co. under section 237, to cross the side road between lots 7 and 8, concession 1, township of Sydney at mileage 85.05 (from Glen Tay, Ont.) File 3701.208.

Order made granting the applicant company's application. See order No. 18778.

3959. Complaint of the township of Gloucester, Ont., and J. Kilgour, of Billings Bridge, Ont., respecting crossing of the C.P.R. at the side road between lots 22 and 23, Junction Gore, said crossing known as "Kilgore's Crossing." (Adjourned hearing.) File 9437.911.

Stands; no order to issue at present. Board to visit the locality after the snow is off the ground.

3960. Application of Robert Moore, Bell's Corners, Ont., for an order requiring the C.N.O.R. to provide a farm crossing on his farm on lot 11, concession 2, Ottawa Front, township of Nepean, Ont. File 3561.126.

Stands, pending settlement.

3961. The Michigan Central Railway Co., the Perre Marquette Ry. Co. and the T.H. and B. Ry. Co. are required to show cause why they should not be required to adopt and put into force the uniform code of rules approved by the Board for the operation of Canadian railways. File 4135.20.

No order made. Rules to be filed by the railway companies for the approval of the Board.

3962. Consideration of the matter of requiring railway companies to provide return fences and cattle guards at farm crossings where one railway parallels another.

No order made.

3963. Consideration of the advisability of standardizing the position of the emergency valve on passenger equipment in use by steam railways subject to the jurisdiction of the Board. File 21174.

No action taken.

3964. Application of the Dominion Stock and Bond Corporation, Ltd., of Vancouver, B.C., for an order under section 258, directing the G.T.P. Railway to provide and construct a suitable station at Fort Fraser, B.C. File 18970.

Matter stands *sine die,* to be brought up again if the parties cannot agree as to station site. In the meantime, G.T.P. put in an application for approval of a station site on the west side.

3965. Application of the G.T.R. Co. for a re-hearing of the complaint of the Caldwell Sand and Gravel Co., Windsor, Ont., against the increased rates on brick from Bradford, Pa., to points in southern Ont. File 19391.

Judgment reserved.

3966. Application of Mr. E. A. LeSueur, Ottawa, Ont., to have paraffin wax, at present classified under oils, added to the chemicals list in the Canadian Freight Classification. File 19367.3.

Order made granting the application.

3967. Application of the corporation of the town of Arnprior, Ont., under section 238 for an order directing the G.T.R. to provide and construct a suitable crossing where the Canada Atlantic branch of said railway intersects Ida street. File 21084.

Order made dismissing the application. See order 18650.

3968. Application of the corporation of the town of Arnprior, Ont., under section 238, for an order directing the C.P.R. to provide and construct suitable crossings where the company's railway intersects Hugh street and Ida street, in the town of Arnprior, Ont. File 21085.

Order made dismissing the application. See order 18651.

3969. Application of the Saskatchewan Land and Homesteading Co., Ltd., under section 226, for an order directing the Calgary and Edmonton Ry. to construct a branch line into the lands of the applicant company, being in section 21-5-27 W. 4 M. File 21219.

Order made directing the railway company to construct the spur line The work to be completed by the 1st of June, 1913. See order No. 18946.

3970. Application of the G.T.R. under section 178, for authority to expropriate certain lands, being composed of parts of lots cadastral numbers 146 and 147, in the concession de la Coteau Rouge, parish of St. Antoine de Longueuil, P.Q. File 21340.

Order made granting the application. See order No. 18859.

3971. *Re* Neebing Avenue spur, Fort William, Ont.

NOTE: Board will discuss the question of level crossing of proposed spur over Canadian Northern Railway and character of protection to be installed. File 19669.

Order made amending order No. 17869 to provide for the construction of the proposed branch line across the line of the C.N.R. Co., on Neebing avenue. Said crossing to be protected by a half-interlocking plant. The C.P.R. Co. to construct the spur within three months from date of the order. See order No. 18908.

3972. Application of the C.P.R. under section 29, for an order varying the order of the Board No. 16029 *re* the appointment of Judge W.S. Senkler, as arbitrator in the matter of closing of certain streets by the C.P.R. in the town of Smiths Falls, Ont. File 9437-109.

Order made varying the Board's order No. 16929, upon the consent of the parties, except as set forth in the order. See order 18681.

3973. Complaint of Bromley Bros. of Sault Ste. Marie, Ont., that the Algoma Central and Hudson Bay Ry. Co. has removed the switch from the main line to complainants' saw-mill.

NOTE.—The question of the apportionment of the cost of the work will be considered. File 21069. Complaint withdrawn.

3974. Application of the Edmonton Interurban Ry. Co. under sections, 176 and 227, for authority to use portion of the Edmonton Dunvegan and British Columbia Ry. and for authority to construct across the tracks of the said railway in the northeast ¼ of section 25-53-25 W. 4 M., Alberta. File 21225.

Order made granting the application. The crossing to be protected by derails. Installation and maintenance to be borne and paid for by the applicant company. See order 18750.

3975. Consideration of the question of standardizing safety appliance equipments similar to the requirements of Interstate Commerce Commission. File 11654, part 2.

Order made rescinding order No. 6027, dated November 25, 1908, and amending order No. 8145, dated the 14th September, 1909.

3976. Consideration of the matter of requiring railway companies, subject to the jurisdiction of the Board to put into use truck and body bolster locking device which will hold the body of the car to the trucks, or passenger equipment, in case of derailment, head-on or rear-end collision. File 20846.

Board decided to take no action at present in regard to this matter.

3977. Complaint of James Cowie, township of Cramahe, relative to location of C.L.O. and W. Ry. through his farm on lot 35, concession 1, township of Cramahe. File 3701.13.

Order made refusing the application for a subway, the railway company to move the house and the barn to whatever points the Board's engineer indicates. This work to be done before an arbitration proceedings are taken. The railway company to be at liberty to serve fresh notice of expropriation.

3978. Application of Norman Bellyou, Trenton, Ont., for an Order directing the C.L.O. and W. Ry. Co. to provide a cattle pass across its railway on the applicant's farm in lot 6, concession 1, township of Murray, Ont. File 3701.146.

Withdrawn, the railway company having agreed to put in a cattle pass.

3979. Application of the Hon. Geo. A. Cox, of Toronto, Ont., executor of the last will and testament of John Cox, deceased, and Edward Cox, of the township Cramahe, for an order directing the C.L.O. and W. Ry. to provide and construct a suitable undergrade farm crossing on lot 28, concession 1, township of Cramahe. File 20451.

Order made directing the railway company to build a culvert to be used as a cattle pass and to maintain the same so that cattle may pass through at all times except during spring freshets, and to construct suitable approaches thereto upon its own right of way.

3980. Application of the C.L.O. and W. Railway under section 237, for authority to construct its line of railway across the highway between concessions 1 and A, township of Hamilton, said highway being known as the Cobourg road, and being at mileage 124.07 from Glen Tay, Ont. (Adjourned hearing.) File 3701.80.

Judgment reserved.

3981. Application of the C.L.O. and W. Ry. under section 237, for authority to construct its line of railway at mileage 43.7, from Glen Tay, across the road allowance in lot 34, concession 8, township of Camden, Ont., and to close a portion of said road allowance and to replace the portion thus closed by a highway diversion, which diversion will cross the said railway in lot 34. File 3701.144.

Order made upon the consent of the railway company to cut away and grade on the east side of its right of way so that a clear view from the highway westward so far as the crossing from the Bay of Quinte may be seen and also to make the road 30 feet wide for 100 feet on each side of the right of way.

3982. Application of the C.L.O. and W. Ry. Co., under section 237, to construct across the road allowance between lots 30 and 31, concession 1, township of Hope, Ont., mile 133.38 from Glen Tay, Ont. File 3701.181.

3983. Application of the C.L.O. and W. Ry., under section 237, for authority to construct its line of railway at mileage 140.58 from Glen Tay, across the road allowance between lots 22 and 23, Broken Front concession, township of Clarke, Ont. File 3701.129.

Stands. Board will visit the locus.

3984. Application of the C.L.O. and W. Ry., under section 237, for authority to construct its line of railway at mileage 139.93, from Glen Tay, across road allowance between lots 20 and 21, Broken Front concession, township of Clarke, Ont. File 3701.130.

Order made approving the level crossing.

3985. Application of the C.L.O. and W. Ry., under section 237, for authority to construct its line of railway at mileage 137.13 (from Glen Tay) across the road allowance between lots 10 and 11, Broken Front concession, township of Clarke, Ont. File 3701.131.

Order made granting the application.

3986. Application of the C.L.O. and W. Ry., under section 237, for authority to construct at mileage 136.06 (from Glen Tay) across road allowance between lots 6 and 7, Broken Front concession, township of Clarke, Ont., to close up portion of said road allowance and to replace same by a highway diversion, which diversion will cross the said railway at mileage 136.11 on the south half of lot 7, of said concession. File 3701.132.

Application granted. See order 18773.

3987. Application of the C.L.O. and W. Ry., under section 237, for authority to construct its line of railway across the following highways in the townships of Clarke and Darlington, Ont. Road allowance between concessions 2 and 3, township of Clarke, mile 145.33 (from Glen Tay) road allowance between townships of Clarke and Darlington, mile 145.52 (from Glen Tay), road allowance between concessions 1 and 2, township of Darlington, mileage 146.69 from Glen Tay. File 3701.133.

Order made approving of the three level crossings shown on the plan. Board decided that no diversion be allowed.

3988. Application of the C. L. O. and W. Ry., under section 237, for authority to construct across road allowance between lots 12 and 13, concession 1, township of Murray, Ont., at mileage 90.75 (from Glen Tay). File 3701,207.

Order made approving a grade crossing. The C.L.O. and W. Ry. Co. to take care of the drainage.

3989. Complaint of township of Murray, Ont., relative to dangerous crossing on the line of the G.T.R. between lots 8 and 9, in said township. File 9437.861.

G.T.R. Co. to prepare a plan showing a bridge carrying the highway over both railways with a 10 per cent approach on the north. Copies of plan with an estimate of cost to be sent to municipality, the C.P.R. Co., and to the Board by 5th of March, 1913.

3990. Complaint of township of Murray, Ont., relative to crossing of G.T.R. between lots 12 and 13, township of Murray, Ont. File 9437.862.

Order made dismissing the application.

3991. Application of the C.L.O. and W. Ry. under sections 167 and 227, for an order authorizing revision of a portion of its line as already approved by under orders Nos. 16870 and 17363, the said revision being from a point in the town of Cobourg, Ont., near William street at mile 120.34, thence to a point in the east half of lot 25, concession A, township of Hamilton, at mile 121.92, also for a crossing over the G.T.R. by means of a bridge at mileage 121.03, in the west half of lot 21, in said township. File 3701.180.

Application granted subject to the condition that the embankment be sodded and trees planted or a fence and hedge to shelter the view of the headlight of a locomotive off the track, be erected. See Order 18779.

3992. Application of the C.L.O. and W. Ry., under section 237, for authority to construct, by means of a grade crossing, its railway over the highway between lots 8 and 9, concession 1, township of Murray, Ont., at mileage 89.66 (from Glen Tay). File 3701.206.

Temporary crossing at grade granted. Permanent crossing to await result of disposition of the matter when Board has considered the plan to be filed by the G.T.R. Co. on file No. 9437.861.

3993. Application of the G.T.R., under sections 222, 237, and 167, for an order:—

(*a*) Authorizing it to construct, maintain, and operate a branch, or connecting line of railway between a point on the applicant company's main line (7th district east of Port Hope viaduct) and a point on the 8th district northern division, of its railway, north of Barrett street, Port Hope, Ont., crossing by means of overhead bridges Peter, Mill, Ontario and Barrett streets, and crossing at grade King street, and the Base Line Road (to be closed).

(*b*) Approving the span diagrams, masonry plans, and stress sheets of the bridges to carry the said branch line across Peter, Mill, Ontario and Barrett streets, Port Hope.

(*c*) Approving of the level crossing of King street, and the Base Line road.

(*d*) Sanctioning and approving the plan, profile and book of reference submitted in triplicate herewith, showing the proposed deviation of the applicant company's present Midland-Port Hope line, 8th district, Northern division and siding therefrom, between Ontario street and a point north therefrom, near Nicholson's file works.

(*e*) Authorizing the construction of the said diverted tracks across Ontario and Barrett streets at grade. (File 3675.2.)

Order made granting the application. The applicant company to submit a plan, for the approval of the Board and the town of Port Hope, of the proposed station, by the 14th March, 1913, station to be completed within two years from date of order. See order 18708.

3994. Application of the town of Port Hope, for an order requiring the Canadian Northern Ontario and Grand Trunk Railway Companies to furnish within the limits of the town of Port Hope interchange facilities for the handling of traffic of every description between the two companies; and that should the necessary site within the town not be available the said companies to furnish plans showing the most favourable location from their point of view. File 6713.34.

Order made that the railway company, at its own expense, construct a transfer track between its railway and the Grand Trunk Railway. Plans to be filed by the 13th May, 1913, work to be completed on or before the 31st December, 1913.

3995. Application of the township of Hope, Ont., for an order directing the G.T.R. to increase shipping facilities for stock at Camden Hill, Ont. File 15810.

Stands to enable the parties to arrange the matter.

3996. Application of the C.L.O. and W. Ry., under section 227, for authority to construct its tracks at mile 149.2, across the tracks of the Toronto Eastern Ry. at the junction of Scugog and Wellington streets, Bowmanville, Ont. File 3701.64.

Order made granting the application, crossing to be protected by an interlocking plant. (See order 18813.)

3997. Application of the C.L.O. and W. Ry., under section 237, for authority to construct its railway across Prospect, Albert, Simcoe and Centre streets, Oshawa, Ont., all being at grade, except crossing at Simcoe street, which is to be underneath and will cross railway by means of bridge. File 3701.176.

Judgment reserved.

3998. Application of the C.L.O. and W. Ry. Co., under section 237, for authority to construct its tracks at mileage 161.7 from Glen Tay, across road allowance between lots 20 and 21, concession 1, township of Whitby, Ont. File 3701.148.

Order made granting the application, the company to remove the barn on the east side of the road and the shoulder of earth that obstructs the said crossing. See order 18795.

3999. Application of the C.L.O. and W. Ry., under section 237, for authority to construct its line of railway across the road allowance between concessions 1 and 2, township of Whitby, now Dundas street. File 3701.157.

Order made that order 17823, in so far as it authorizes the crossing at the point in question, be varied to provide for an opening of at least 25 feet parallel to the highway, 20 feet for the roadway and 5 feet for the sidewalk. See order 18670.

4000. Application of the C.L.O. and W. Ry. Co., under section 237, for authority:—

(1.) To divert the Kingston road in lots 14 and 15, concession 1, township of Darlington, part of said road lying within the town of Bowmanville, Ont.

(2.) To carry said diversion across the tracks of the said railway by means of an overhead bridge at mileage 149.3 (from Glen Tay).

(3.) To continue said diversion to connect with the Kingston road.

(4.) To divert the road allowance between said lots 14 and 15, to connect with the said diversion of the Kingston road; the portions of said Kingston road and said road allowance thus replaced by the proposed diversions are to be closed. File 3701.204.

Order made granting application. Width of bridge to be increased to 25 feet.

4001. Application Gough & Sellers, Ltd., Toronto, Ont., under section 237 or 254, for an order directing the C.P.R. to provide, construct and maintain a suitable highway crossing, where the company's railway intersects Sight Hill avenue, township of York, Ont. File 21043.

No order made.

4002. Application of the G.T.R., under sections 237 and 257 for authority to renew bridge No. 6, 15th district, Middle division, carrying its railway over Queen street west, Toronto, Ont. File 20995.

Order made providing for a new bridge. The apportionment of the cost reserved to be spoken to on a subsequent application.

4003. Application of the Greenwood Conduit Co., of Toronto, Ont., under section 226, for an order directing the G.T.R. to build a spur line being along a lane in the rear of the premises of the Greenwood Conduit Co., situate on Broadview avenue, Toronto, connecting with the existing spur line of the G.T.R. File 21271.

Order made in accordance with oral judgment of the Chief Commissioner.

4004. Consideration of the matter of protection at the crossing of the G.T.R., C.P.R., and the C.N.O.R., at Sherbourne street, Esplanade, in the city of Toronto, Ont. File 9437.965.

Struck off the list.

4005. Application of the corporation of the city of Toronto, Ont., under sections 237 and 238 for an order directing the G.T.R. to provide protection at the crossing of the tracks of the said company at Greenwood avenue, Toronto, Ont., by the installation of gates and watchmen, to be operated night and day. File 1682.

Order made that gates be installed and operated day and night, 20 per cent of the cost of installation to be paid out of The Railway Grade Crossing Fund, 25 per cent by the city of Toronto, and the remainder by the railway company; 25 per cent of the cost of maintenance and operation to be paid by the city and 75 per cent by the G.T.R. Co.

4006. Application of the T.H. and B. Ry. Co. under sections 221, 222 and 223, for authority to construct two spurs from its easterly belt line of railway in the city of Hamilton, Ont., from a point near Stipe's Land (or Birmingham avenue) to and into the premises of D. A. McIlroy.

Order made granting application on terms set out in the judgment of the Chief Commissioner.

4007. Consideration of the matter of protection at crossing between stations of the Michigan Central Railroad Co. and the G.T.R., in the village of Bridgeburg, Ont. File 9437.895.

No order made.

4008. Consideration of the question of protection at the crossing of the G.T.R. over Hunter street in the city of Peterborough, Ont. File 9437.967.

Order made for installation of gates, 20 per cent of cost to be paid out of The Railway Grade Crossing Fund, 10 per cent to be paid by the municipality, and the remainder by the G.T.R.; 10 per cent of cost of operation and maintenance to be paid by the city of Peterborough, 90 per cent by the G.T.R. Co. Plans to be filed within 30 days. The gates to be installed by May 6, 1913.

4009. Complaint of John Mason & Son, Oakville, Ont., relative to farm crossing on lot 17, concession 3, south of Dundas street, on line of G.T.R., also application for an order requiring G.T.R. and C.N.O.R. to install cattle guards at said crossing. File 455.25.

Judgment reserved. Referred to the Board's engineer to inspect and report on.

4010. Application of the G.T.R. under sections 237 and 250, for an order authorizing it, for the purpose of conveying water from lake Ontario to its railway terminals at New Toronto, Ont., to lay and maintain an additional six-inch water main four feet below the surface of the ground across Lake Shore road, under the track of the Toronto and York Radial railway, along Sixth street and across New Toronto street, New Toronto, township of Etobicoke, Ont. File 21023.

Order made granting the application subject to the condition set forth in the order. See order 18795.

4011. Application of the corporation of the city of Toronto, Ont., under sections 237 and 238 for an order directing the C.P.R. to provide protection at the crossing of the tracks of the said company at Bartlett avenue, in the city of Toronto, by the installation of gates and watchmen, to be operated day and night, or such other protection as the Board may order. File 9437.957.

Order made that gates be installed and operated day and night, 20 per cent of cost of installation to be paid out of The Railway Grade Crossing Fund and the remainder to be divided equally between the parties interested. The cost of maintenance and operation to be paid equally by the parties interested.

4012. Consideration of the question of protection at crossing of the C.P.R. and G.T.R., over Strachan avenue, West Toronto, Ont. File 9437.942.

Referred to the Board's chief engineer to report upon.

4013. Application of the C.P.R. under section 237, for authority to construct additional track across Overend street, and five additional tracks across Water street between Tate and Front streets, for the purpose of improving Cherry street yard, Toronto, Ont. File 21227.

Order made granting the application. See order 18697.

4014. Application of the corporation of the city of Toronto, Ont., under section 29, for an order rescinding or varying order of the Board No. 16842, dated June 25, 1912, in so far as the said order provides that the subway at Yonge street shall be constructed with a 14-foot headway. File 9437.153.

Applicant to advise the Board within thirty days whether it will accept an order in terms stated at the close of the hearing.

4015. Application of the G.T.R. under sections 222 and 237, for authority to construct a siding and spurs therefrom from a point on its railway west of Abell street, Toronto, thence crossing certain lands of the Canadian Rumely Co., Ltd., Abell street and the G.T.R.'s proposed siding on Abell street for said Canadian Rumely Co., Ltd., and upon, along and across Sudbury street to and into the premises of the Massey-Harris Co., Ltd., north of Armour street, Toronto, Ont. File 20706.

Board decided that no order was necessary.

4016. Complaint of the Blind River Board of Trade and London Rolling Mill Co., Ltd., alleging that the C.P.R. and G.T.R. are connecting both lines unjustly and dis-

criminate against the town of Blind River, Ont., by charging a higher rate on bar iron from points in Ontario than applied to Sault Ste. Marie and Port Arthur and Fort William. File 19938.

Judgment reserved.

4017. G.T. and C.P. Ry. Cos. will be required to speak to order of the Board No. 18564, dated January 24, 1913, postponing from February 10, 1913, the modification of rule 7 of the G.T.R. Special Freight Tariff, C.R.C.E. 2574, contained in Supplement No. 5 thereto; also the modification of rule 33 of the C.P.R. Local Freight Tariff, C.R.C. No. E-2141 contained in Supplement No. 9 thereto; restricting the application of stop-over privileges with respect to international lumber shipments to such shipments destined exclusively to points in the United States. File 21334.

Judgment reserved. Present practice to be continued. Effective date of modification mentioned in order No. 18564 postponed to July 1, 1913, if not otherwise dealt with by the Board before that date.

4018. Complaint of Wm. Davies Co., Ltd., of Toronto, Ont., against the proposed charge of $1 per car or part thereof for weighing in stock scales owned by the company, as published in Canadian Pacific Railway Co.'s supplement No. 6 to C.R.C.E. 2141 and G.T.R. Co.'s supplement No. 11 to C.R.C.E. 1165. File 21369.

Canadian Freight Association undertook to withdraw the tariff complained of and to file a new tariff.

4019. Application of the city of Toronto, Ont., for an order requiring the Bell Telephone Co. to file with the Board, tariffs of tolls, applying the same tolls to the territory recently annexed to the city of Toronto, formerly known as North Toronto and Moore Park district as are now charged within the limits of the company's Toronto exchange for Toronto exchange services: the said tariffs to become effective on the date to be fixed by such order, and directing the company to charge only such tolls after said date. File 3574.74.

Order made that the Bell Telephone Co. file a tariff to become effective not later than the 1st of April, 1913, to provide that the extra mileage chargeable to North Toronto subscribers be computed from the Toronto exchange limits as they existed on the 1st of January, 1911, and that Moore Park district be given the Toronto flat rates. See order 18886.

4020. Application of the Bell Telephone Co. of Canada for approval of draft copy of proposed new connecting agreement. NOTE.—One clause of agreement to be spoken to. File 3819, Case 538.

Order made approving agreement as settled.

4021. Consideration of the question of protection at the crossing of the G.T.R. at the old McGregor side road and Gravel toll road, township of Sarnia, Ont. File 9437.637.

Order made that the Grand Trunk Railway Company install gates at the crossing; work to be completed by 1st June, 1913. Gates to be operated by a day and night watchman, and 20 per cent of the cost to be paid out of The Railway Grade Crossing Fund.

4022. Consideration of the matter of protection at the crossing of the C.P.R. over La Croix street, Chatham, Ont. File 9437.286.

Order made directing the C.P.R. Co. to install an illuminated electric bell at the said crossing, and to maintain the same at its own expense, 20 per cent of the cost of installation to be paid out of The Railway Grade Crossing Fund, and the balance by the railway company. See order 18677.

4023. Application of the O. and Q. Ry. (C.P.R.) for authority to construct a Spur and four sub-spurs from a point on the southerly side of London street and lying between Caron avenue and Salter street thence to the southerly boundary of Sandwich street, in the city of Windsor, Ont. File 19102.4.

Referred to Board's engineer to report on.

No. 4026 follows 4023.

4026. General inquiry into the tariffs of tolls of telegraph companies and the settlement of proper forms for telegraph companies to use. File 10041.2.

Judgment reserved.

4027. Application of Alexander Pilon, of Casselman, Ont., under section 226 for an order to rescind order of the Board No. 5390, dated August 13, 1908, fixing the amount to be charged by the Canadian Atlantic Railway Co. for switching and handling traffic to and from the siding mentioned in the said order. (Adjourned hearing.) File 5754, case 3484.

Judgment reserved.

4028. Consideration of the proposed recision of order of the Board No. 4988, dated July 8, 1908, known as the general interswitching order, and of the draft revise suggested by the Board at the sittings held at Ottawa, November 5, 1912, for examination and comment. File 6713, case 2846.

Judgment reserved.

4029. Application of the C.P.R. for an order directing the Richmond County Electric Co., of Richmond, P.Q., to remove wires crossing tracks of the C.P.R. at mileage 49.37 (Kingsbury) Oxford subdivision. File 9690.4.

Matter referred to the Board's electrical engineer to report on.

4030. Application of the G.T.R. for an order directing the Q.M. and S. Railway to pay such proportion of the cost of maintaining and operating the station directed to be erected by order No. 17069, dated July 19, 1912, at St. Gregoire, Que. File 19456.

Judgment reserved. Railway company to file representations in writing and to serve a copy of the same upon the G.T.R. Co.

4031. Complaint of the municipal council of the town of Greenfield Park, P.Q., relative to alleged dangerous crossing in the parish of Longueuil, by the G.T.R. over Lapiniere road. File 9437.920.

The Board will take into consideration the question of the distribution of the cost of installation and maintenance of gates required to be installed at the crossing of Lapiniere road. File 9437.920.

Order made that cost of installation of gates be borne as follows: 20 per cent out of The Railway Grade Crossing Fund, 60 per cent by the Grand Trunk Railway, 20 per cent by the three municipalities, in equal proportions; cost of operation and maintenance to be paid 70 per cent by the Grand Trunk Railway Co., 30 per cent by the said municipalities in equal proportions. See order 18824.

4032. Application of the town of Maisonneuve, P.Q., for an order directing the C.N.Q. Railway to erect a station at their crossing at La Salle avenue. File 18583.

Judgment reserved. Board to visit the locus.

4033. Application of the C.P.R., under section 178, for authority to expropriate certain lands belonging to the Franciscan Fathers, and being part of the unsubdivided portion of the lot cadastral number 1637, of the cadastral St. Antoine ward, of the city of Montreal, P.Q., said lands being required in connection with the Windsor street terminals. File 19102.5.

Stands. C.P.R. Co. to ascertain who owns the lands the company desires to expropriate.

4034. Application of the C.P.R., under section 178, for authority to expropriate certain lands, being of the F. T. Judah estate, and being part of the unsubdivided portion of Lot Cadastral No. 1637 of the Cadastral St. Antoine Ward of the city of Montreal, Que., said lands being required for the Windsor Street Terminals. File 19102.2.

Order to issue. Draft to be filed with Board initialed by the parties interested.

No. 4043 follows 4034.

4043. Application of the Bell Telephone Co. of Canada for leave to construct, maintain and operate telephone lines upon, along and across certain highways within the limits of the city of Montreal, P.Q. File 20887.

Order made granting the application. See order 18863.

4044. Application of the Marconi Wireless Telegraph Co. for an order requiring the C.P.R. Telegraph Co., to accept and transmit trans-atlantic wireless messages over its land lines. File 10041.42.

Order made that the railway company be required to accept and transmit trans-atlantic wireless messages over its land lines, connecting with the Marconi Co.'s trans-atlantic wireless station at Glace Bay and Louisburg, Cape Breton. See order 18111.

4045. Application of the Federation of the Chambers of Commerce of the Province of Quebec for an order requiring railway companies to furnish shippers of lumber with a certificate showing the gross, tare and net weights of each shipment weighed on the track scales of the company, together with the number of the car, the date of the weighing, and the name of the station where weighed. File 19556.

Judgment reserved.

4046. Application of the Montreal Light Heat and Power Co. for approval of plan showing proposed coal tower over the C.P.R. tracks opposite the N.E. ½ of lot 1021, Lachine, P.Q.

Order to go on consent being filed.

4047. Application of the C.N.M. Tunnel and Terminal Co., Ltd., under section 167 for sanction and approval of revised location from Cathcart street to St. Antoine street Montreal, P.Q. File 18588.29.

Order made granting the application subject, however, to whatever terms the Board may subsequently fix in connection with the question of property damage. See order 18856.

4048. Application of the G.T.R. for an order directing the Q.M. and S. Ry. to pay such proportions of the cost of maintaining and operating the station directed to be erected by order No. 17069, dated July 19, 1912, at St. Gregoire, Que. File 19456.

Judgment reserved.

4049. Complaint of the municipal council of the town of Greenfield Park, P.Q., relative to alleged dangerous crossing in the parish of Longueuil, by the G.T.R., over Lapiniere road, between the towns of Greenpeld Park and St. Lambert, P.Q. NOTE: The Board will take into consideration the question of the distribution of the cost of installing and maintenance of gates required to be installed at the crossing of Lapiniere road. File 9437.920.

Order made providing that the cost of the installation of the gates be paid, 20 per cent out of The Railway Grade Crossing Fund, 60 per cent by the Grand Trunk Railway Co., and 20 per cent by the three municipalities in equal proportions; cost of operation to be borne. 70 per cent by the Grand Trunk Ry. Co. and 30 per cent by the said municipalities in equal proportions. See order 18824.

No. 4052 follows 4049.

4052. Application of the town of Maisonneuve, P.Q., for an order directing the C.N.Q. Ry. to erect a station at their crossing at La Salle avenue. File 18583.

Order made requiring the C.N.Q.R. to file plans by April 13, 1913, showing the location of a temporary passenger station and freight station facilities at the town of Maisonneuve, and to file plans by April 27, 1913, for a freight station. The work to be completed by July 13, 1913. See order No. 18931.

4053. Application of the C.P.R. under section 178, for authority to expropriate certain lands, being of the F. T. Judah Estate and being part of the unsubdivided portion of lot cadastral No. 1637 of the Cadastral St. Antoine ward of the city of Montreal, P.Q., said lands being required for the Windsor Street terminals. File 19102.2.

Order made granting the application.

4054. Application of the C.P.R. under sections 178 and 237 for an order: (1) authorizing it to divert the highway known as Souligny avenue, formerly Vinet street, Montreal, P.Q.; (2) authorizing it to expropriate certain lands in the parish of Longue

Pointe, county of Hochelaga, P.Q., said lands being required for such diversion. File 17716.2.

Order made on consent of parties granting the application.

4055. Application of the C.P.R. under section 237, for authority to construct its Forsyth branch over and across by means of overhead bridges, Moreau, Forsyth, Prefontaine, Dezey, St. Germain, Darling, Davidson, Cavellier, Aylwin, Joliette, Chambly, Nicolet and Valois streets, and to effect a slight revision in existing grade at Forsyth, Davidson, and St. Germain streets, all in Hochelaga ward, Montreal, P.Q., (mile 0 to mile 0.7). File 17716.1.

Order made granting the application. See order 18871.

4056. Application of John E. Molson, respecting approval of span diagrams of Iberville and DeFleurimont streets (L.J.C. and M. Ry.) in the city of Montreal, P.Q. File 14329.13.

Judgment reserved. Board's engineer to visit the locus in conjunction with the engineers of the parties interested.

4057. Application of the G.T.R. under section 222, for authority to construct two spur tracks from a point on the applicant company's railway upon or near lot 513, in St. Anns ward, Montreal, P.Q., thence extending across said lot 513 and lot 514 to and into the premises of the Ogilvie Flour Mills Co., Ltd. File 20803.

Application withdrawn.

4058. Application of the city of Montreal, P.Q., to re-open the hearing on the application of the Lachine, Jacques Cartier and Maisonneuve Ry. Co. for approval of the span diagrams at Iberville and DeFleurimont streets, in the city of Montreal, P.Q., and for a different order from that already made and bearing No. 17763. File 14329.14.

Judgment reserved. Board's engineer to visit the locus in conjunction with the engineers of the parties interested.

4059. Application of the city of Montreal, under section 250 of the Railway Act, for authority to construct a sewer under the tracks of the G.T.R. Co. at West Broadway Outlet, Notre Dame de Grace ward, P.Q. File 21178.

Order to go upon the terms of consent being filed.

4060. Application of the C.N.O.R. and C.N.M. Tunnel and Terminal Co., Ltd., for approval of plan showing details of interlocking plant at the crossing of the Jacques Cartier and Union Ry. by these two roads. File 18588.28.

Case struck off the list and referred to the Board's chief engineer.

4061. Application of the L.J.C. and M. Ry. Co., under sections 151 and 178, for authority to divert Comte and Poupart streets, in the city of Montreal, P.Q., and for authority to expropriate the necessary lands therefor, said lands being the property of Mr. John E. Molson. File 14329.10.

Judgment reserved. Board's engineer in conjunction with the engineers of the parties interested to visit the locus.

4062. Consideration of the question of protection at the crossing of the G.T.R. at the Old McGregor side road and Gravel toll road, township of Sarnia, Ont. File 9437.637.

Order made directing the Grand Trunk Ry. Co. to install gates at the crossing; detailed plans to be filed by April 4, 1913, and work to be completed by June 1, 1913, gates to be operated by day and night watchmen; 20 per cent of the cost of installation to be paid out of the Railway Grade Crossing Fund. See order 18893.

4063. Complaint of the township of Romney, Ont., relative to failure of the Pere Marquette Ry. Co., to rebuild station at Coatsworth, Ont. NOTE: The question of the establishment of a station at Stevenson and the rebuilding of the station at Coatsworth will be considered. File 20449.

Board directed that a new station be erected at Coatsworth. Applicants to communicate with the railway company and the Board with regard to the plan.

4064. Consideration of the matter of protection at the crossing of the C.P.R. over La Croix street, Chatham, Ont. File 9437.286.

Order made directing the Canadian Pacific Ry. Co. to install, by May 11, an illuminated electric bell at the said crossing and to maintain it at its own expense, 20 per cent of the cost of installation to be paid out of The Railway Grade Crossing Fund and the balance by the railway company. See order 18677.

4065. Application of the O. and Q. Ry. Co. (C.P.R.) for authority to construct a spur and of four sub-spurs, from a point on the southerly side of London street and lying between Caron avenue and Salter street, thence to the southerly boundary of Sandwich street, in the city of Windsor, Ont. File 19102.4.

Judgment reserved. Board to visit the locus.

4066. Complaint of the Board of Trade, Windsor, Walkerville, and Sandwich, Ont., against the proposed increase in the rate on coal from Detroit, Mich., to Windsor and Walkerville, Ont. File 21009.

Judgment reserved.

4067. Application of the O. and Q. Ry. (C.P.R.), under section 176 for authority to expropriate certain lands originally part of road allowance between concessions 2 and 3, township of York, latterly belonging to the Sun Brick Co., these lands being required for proposed improvement of grade between the Don and Leaside Junction, Ontario. File 20671.

Application struck off.

4068. Application of the C.L.O. and W. Ry., under section 178, for authority to expropriate certain lands being composed of parts of east and west halves of lot 13, concession 7, township of Camden, Ont., said lands being required for carrying out of diversion of highway as per order of the Board No. 17361. File 3701.246.

Order made granting the application.

4069. Application of the C.N.O.R., under section 178, for authority to take portions of property of Wm. Thompson, M. McDonald, and R. Nelson, in township of Westmeath and Pembroke, Ont., for the purposes of carrying out the provisions of order of the Board No. 18218. File 3561.133.

Order made.

4070. Application of W. M. Martin, M.P., Ottawa, Ont., on behalf of the owners of lots 21 to 30, block 175, Regina, Sask., for an order directing that the C.N.R. shall acquire the said lots or take the necessary steps for such purposes, in connection with the proposed construction of spur tracks thereon. File 20863.

Order made.

4071. *Re* Flag Stations.—Railway companies are required to show cause why clause 4 of the Board's Flag Station Order No. 9160 dated January 6, 1910, should not be amended so that the average earnings referred to in line 5 of said clause be $12,000 instead of $15,000 as at present. File 4205, case 871.

Order to stand as issued. Railway companies to be asked to furnish certain statistical information to the Board in this connection.

4072. Application of the C.N.M.T. and T. Co., Ltd., under section 167, for sanction and approval of revised location from Cathcart street to St. Antoine street, Montreal, P.Q. File 18588.29.

Order made.

4073. Complaint of the Lethbridge Board of Trade, Lethbridge, Alta., against the cancellation by the C.N.R. Co., of tariff C.R.C. No. 729, applied between points on various railways in Eastern Canada and stations on the Alberta Ry. and Irrigation Co., now known as the Coutts and Cardston subdivision of the C.P.R. NOTE: The railways will be required to show cause why this tariff should not be reinstated

since it has neither been superseded or disallowed by the Board, as provided under section 338 of the Railway Act. File 20283.

4074. Application of the Canadian Freight Association for a ruling of the Board as to the proper allowance to be made from track scale weights in various commodities. File 8799.1.

Judgment reserved.

4075. Complaint of certain grain dealers in the province of Ontario as to the manner of car allotment for the loading out of grain from the C.P.R. Co.'s elevator at Port McNicoll, Ont. File 21065.

Judgment reserved until after May 1; the work in the meantime to be inspected and see what has been done.

4076. *Re* Quebec Central Railway Company.—NOTE: The Board will consider and discuss the question of its jurisdiction over this railway. File 21042.

See judgment of the Chief Commissioner, dated March 31, 1913, holding that the Quebec Central Railway Co., is subject to the Board's jurisdiction.

APPENDIX "C."

PRINCIPAL JUDGMENTS OF THE BOARD FOR THE YEAR ENDING MARCH 31, 1913.

APPLICATION, Canadian Northern Ontario Railway Company, for approval of plan showing proposed grade separation between Avenue road and Dovercourt road, in the city of Toronto, Ontario.

APPLICATION, Canadian Northern Ontario Railway Company, under sections 158, 159, 237 and 196, for approval of amended location from Davenport to MacClennan avenue, in Toronto, and for authority to cross highways and to take possession of certain lands of the Canadian Pacific Railway Company.

NOTE.—This is set down to enable the parties to speak to the terms of the Order.

APPLICATION, Corporation of the city of Toronto for an order directing the Canadian Pacific Railway Company to erect gates, or such other protection as the Board may deem proper, at Dovercourt Roard crossing, Toronto, Ontario.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of the hearing, May 23, 1912.

THE ASSISTANT CHIEF COMMISSIONER: The Canadian Pacific Railway Company has for many years had a line on the level where it is now proposed to separate grades at highways. The Canadian Northern is joining them and building its line alongside on the north.

Under the law, the Canadian Northern cannot be assisted in separating grades in the construction of its lines by contribution either out of the Railway Grade Crossing Fund or by the municipality on the order of the Board. Since the amendment to the Railway Act, recently passed, new roads are prevented from benefiting in that way. The Canadian Pacific Railway is in a different position. It has been there, as I say, for many years, and when the question comes up at some future sittings, we can then decide whether and to what extent, if any, aid is to be given the Canadian Pacific Railway Company in the separation of grades at these crossings. So far as the Canadian Northern is concerned, as I have said, it can get no aid. It comes to us and says: 'We want to build this railway, and we want to spend our own money. We are providing for the separation of grades at practically all the highways crossing the northern portion of Toronto.' The Canadian Northern and the Canadian Pacific Railways agree upon a level at which they deseire to place their tracks. That elevation is an elevation which permits the service of commercial industries now established along that route with sidings in a convenient manner.

The Board was anxious to see if a different elevation could not be arrived at which would permit of a subway at Ossington avenue, in addition to the other subways, and would, at the same time, provide proper facilities for the service of these industries situated along the route. Mr. Mountain has very carefully prepared a profile showing that with a couple of fect higher elevation than the elevation suggested by the railway companies, these industries could be served and Ossington avenue could be open, and we believe that Mr. Mountain's suggestion is a feasible one.

Nevertheless, we think that there is a good deal in the contention, particularly the contention of the Canadian Northern, that they should be allowed to spend their own money in the way in which they desire to do it, provided they are looking after the separation of grades along this district, and we think there is something in the contention of the industries which are situated there that, if the track is elevated as Mr. Mountain suggests, they won't have as agreeable facilities as they otherwise would. It is true that the greatest grade is, I think, three per cent to one of these industries, and there are three per cent grades into industries at other places voluntarily put in by the railway company, but there are difficulties due to the street openings in this locality, which, it must be admitted, would make it less convenient for the industries if Mr. Mountain's elevation were adopted by the Board.

We have therefore come to the conclusion, under all these circumstances, that it is our duty to accept the joint suggestion of the two railway companies, and to permit them to carry out the work on the plan they have filed, with the elevation as they suggest on their plan.

The question of Ossington avenue, I think, stands by itself. Whether Ossington avenue should be diverted or not depends largely on the commercial interests affected in that locality. There is, today, a very substantial industry, the Pease Furnace Company, established on the south side of the existing track just east of Ossington avenue, extending from Ossington avenue to Shaw street, and it is contended with a good deal of force that if Ossington avenue is opened either on the plan suggested by Mr. Mountain or on the railway companies' plan, the Pease Foundry Company would be seriously hampered in the carrying out of their work as far as railway facilities are concerned. They now have a siding reaching their property which crosses Ossington avenue on the level. Ossington avenue cannot be continued on that level because the railway companies' plan, which we now have adopted, puts the tracks some feet in the air over the level of the street as it now exists. Bearing in mind the importance of this industry, and the fact that we have Shaw street on the east and Dovercourt on the west, and a connecting street north and a connecting street to be constructed south, parallel to the tracks, for the present at any rate, we think Ossington avenue might well be diverted to Shaw street and the facilities which the Pease Foundry Company now enjoy continued. As I say, I think that Ossington avenue matter stands by itself. It is a case of setting the Pease Foundry Company off against Ossington avenue. If at some future time the traffic from the northern section demands it, Ossington avenue can be opened. The approval we are giving to-day to the railway companies' grade won't prevent Ossington avenue from being opened. Of course, the Pease Foundry Company's spur would have to be taken out, but I presume that is a matter which can be dealt with if the necessity arises, if it ever does arise. So far as to-day is concerned, we think the public would be properly served if Ossington avenue is diverted easterly to Shaw street either on the line of Warren street or Van Horn street, I am not sure which, whichever is found most convenient.

With regard to the point raised by Mr. Ballantyne for an industry—

Mr. MACMURCHY: Christie street, Clark & Clark.

THE ASSISTANT CHIEF COMMISSIONER: Clark & Clark, which is north of the railway company's property and east of Christie street, the situation presents a good deal of difficulty.

The railway companies ask that the headroom in the subway be but twelve feet, and carrying out their plan the approach from the north won't run out until you get past Clark & lark's establishment. Clark & Clark object to that, but they also ask that the headroom be fourteen feet, which would mean that the approach from the north would run out to a point still further north and they be still further damaged. I do not know which would be better for them. They appear to be the chief industry north of the track on Christie street, and the people who are most concerned in this matter.

We are unable, with the information we have before us now, to say what headroom there should be in that subway, or just how the approach to the subway from the north should be handled. It is suggested that there might be some sort of side ramp put in, which would permit them to have access. I do not know how that would work out. The matter we are going to ask our engineer, Mr. Mountain, and the railway engineers, to look into and to go up there on the ground, get in touch with Messrs. Clark and Clark, and see if some solution cannot be worked out which will do the least possible damage to their property.

There was one other street, I think, that the railway company had marked "closed" on their plan, which we decided should be open.

Mr. MacMurchy: Howland avenue.

The Assistant Chief Commissioner: Howland avenue. That, it is understood, should be open.

There was one street that the municipality decided to widen subsequent to the preparation of this plan. Which is the street?

Mr. MacMurchy: Christie, from 50 to 66 feet.

The Assistant Chief Commissioner: We think that Christie street should be the full width of the street as widened by the city. As I say, we are leaving Christie street over to be decided later on after the engineers and Clark and Clark have had an opportunity to go over the ground; but whatever they suggest, we decide now that Christie street must be the full width of the street as widened by the city.

The question, of course, of contribution, if any, to the separation of grades, is one which will have to be dealt with in the future. It need not prevent the progress of the work. I do not know whether the parties desire us to fix a date when the work should be done, or probably the railway companies are so anxious to get on that it will not be necessary to fix a date. What do you say about that, Mr. Drayton?

Mr. Drayton: As I understand it, Mr. Chairman, the matter is now settled with the exception of the height of some subways, notably Christie. Of course, the objection to twelve-foot subways is not confined to Christie, but runs to all. I suggest that the matter of headroom be left.

The Assistant Chief Commissioner: Does that exist in some of the others?

Mr. Drayton: Yes.

The Assistant Chief Commissioner: It won't affect the profile of the railway. It is just a question depending on whether the roadway in the subway be made lower or not.

Mr. Drayton: Yes. There is nothing which prevents the adoption of the profile as a profile, but in addition to the height of the subways, I take it, also, that the matter of Ossington avenue is left open.

The Assistant Chief Commissioner: No. For the moment we decide that Ossington avenue is to be diverted to Shaw street by Howland or by Van Horne, whichever is most convenient to the city.

Mr. Drayton: What I would suggest in that, Mr. Chairman, is this: in view of what the Board has itself said as to the possibilities of the future, that it is rather a pity to order diversion if the diversion is not going to prove satisfactory. I think at least there should be a view of the ground by the engineer. So far as the evidence is concerned, you have got on the notes this statement by the man whose objections you are giving effect to, that is, by the gentleman who addressed you yesterday.

The Assistant Chief Commissioner: Mr. McKinnon.

Mr. Drayton: At the former hearing, and I thought it was quite enough to let the matter stop at that, and I think the Chairman thought so too, only he said——

The Assistant Chief Commissioner: That is, Mr. McKinnon?

Mr. Drayton: Yes. He said so far as the Pease Foundry Company was concerned, it was not nearly so important a matter as the keeping open of Ossington avenue. That is his deliberate statement before the Board on the notes. That is the deliberate statement of the man whose interests you are seeking to conserve, in which

he admits that his interests are absolutely overborne by the far greater and larger public interests of those served by keeping Ossington avenue as a straight street to the north for the purpose of street car traffic. So, under the circumstances, I would suggest that the least that should be done is that that matter should be left to the engineers. It is a very much larger matter than the mere height of these subways. It will not in any way delay the work being started by the companies, nor will it delay the adoption of the profile, and in the long run it will really facilitate the work.

Mr. MacMurchy: We accept that judgment, Mr. Chairman, which provided for fourteen foot headway at Spadina road, Dovercourt and Bathurst, and the others are to be twelve feet. We are providing fourteen feet at Spadina road, because it was thought at some time in the future, with the expansion of the city, cars would turn up from Dupont street, where they are running, through Spadina, a short distance from Avenue road, and the next street used by the cars is Bathurst, and the next Dovercourt. As I said yesterday, a reference to the map of the city will show we are providing on the streets for ordinary car facilities.

The Assistant Chief Commissioner: If there are any twelve-foot subways left, they could be made fourteen by depressing the street.

Mr. MacMurchy: They could by the city, but we want them approved as on the plan.

The Assistant Chief Commissioner: I did not know there were any others. We will ask the engineer to look at all those twelve-foot ones, and see if he has anything to suggest.

Mr. Drayton: I might say I can easily furnish the Board with the reference to Mr. McKinnon's evidence.

The Assistant Chief Commissioner: We will leave the question of Ossington avenue stand as I have disposed of it. The city is not prevented bringing it up again at any future time. Perhaps they can make some arrangement with the Pease Company.

Application, Campbellford, Lake Ontario and Western Railway Company, under section 227, for authority to construct Glen Tay to Cobourg line across tracks Canadian Northern Ontario Railway, mileage 94.91 in lot 27.8, concession B, township of Brighton, Ont.

Oral judgment delivered by the Assistant Chief Commissioner at the close of the hearing at Toronto, May 23, 1913:—

In this matter the Board is of the opinion that the applicant's line should parallel the Grand Trunk, as suggested by Mr. Mountain, with seventeen-foot centres instead of fifteen. That will make it perhaps a litle easier to operate from a signalling point of view.

The object of the Board in ordering the applicants to change their line and go as we have said is to reduce the length of the subway which carries the Canadian Northern underneath, and to reduce the length of the subway which carries the highway underneath and makes it suitable and safer for the general public.

As far as the application of Mr. Phippen is concerned for compensation for the benefit which the applicants will get by using part of the embankment which the Canadian Northern constructed for the Grand Trunk when they were diverting the Grand Trunk line in order to procure the subway which they have now there, we are of opinion that that application cannot be granted.

It is a settled transaction. The arrangement was that the Canadian Northern were to divert the Grand Trunk line, and they were to get the benefit of going underneath. They did the work and they got the benefit. It is a closed transaction. It is really no benefit to the Canadian Pacific Railway Company to order them up there; it is going to cost them more money even though they get the use of the toe of the embank-

ment to go there. They do not want to go there, but we think they should go there in the public interest.

Therefore, we do not entertain the application of the Canadian Northern for any contribution towards the outlay the Canadian Northern have been put to in connection with the construction of that embankment.

For any Grand Trunk land that the applicants are taking they will have to compensate the Grand Trunk by providing them with the same area of land on the other side of their right of way. So when the applicants put in a new location plan carrying out the judgment of the Board, it will be approved.

Commissioners Mills and Goodeve concurred.

Order accordingly.

C.P.R. CROSSING IN THE TOWNSHIP OF ETOBICOKE.

APPLICATION, Canadian Pacific Railway, under section 222, for authority to construct spur from a point on its Toronto to London line (Ontario and Quebec), lot 10, concession 'G,' township of Etobicoke, Ontario; thence northerly for distance of 4·55 miles to connect with Toronto to Owen Sound line (Toronto, Grey, and Bruce), in lot 11, concession 5, township of York.

APPLICATION, Canadian Pacific Railway, under section 237, for authority to construct its proposed Lambton to Weston line across and to divert certain highways in townships of York and Etobicoke, Ontario.

APPLICATION, Canadian Pacific Railway, under section 227, for authority to construct Lambton to Weston branch underneath the Toronto to Sarnia branch of the Grand Trunk railway in the village of Weston, Ontario, the said Lambton to Weston line being from lot 10, concession 'C,' township of Etobicoke, to Toronto to Owen Sound line, lot 11, concession 5, township of York, Ont.

The facts are fully set forth in the judgment.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of the hearing, May 24, 1912:—

With regard to the application of the Canadian Pacific railway to construct a connecting line in the western part of the city through the property, or chiefly through the property, represented by Mr. Home Smith.

The railway company is desirous of constructing that line to assist them in the hauling of freight cars from one line to another. At present they have to come to a point further east of the location in question, and a point of some congestion, running east and west, and then switch on to a track running approximately north and south. Their idea is to cut off two legs of this triangle by building a connecting line up, which was to be the third leg.

This is for the convenience of the railway company only. It is not suggested that it will be of any benefit to the travelling public. Of course, indirectly, it will be a benefit to the shipping public, I presume, in this way, that the railway company will be able to give them a better service, but that will be an indirect benefit. It would be no benefit to the shipping public from a financial point of view, because it is not suggested that the rates would be reduced, or anything of that kind take place. It is chiefly a matter of convenience for the railway company.

The Board usually follows the principle that a railway company desiring to take land of a private individual should be given that right, provided the individual can be properly compensated for his land and for damages to adjoining land.

In this case while Mr. Smith is in this thing as a venture, expecting to make money out of it, still the property is to my mind in a different position to that in the case of an ordinary private owner. Mr. Smith has dedicated over 100 acres of land,

we are told, to the public for the purpose of building driveways and parks. This is a very beautiful section of the country. Toronto is a growing city, and it will be a very great benefit, not only to the individual landowners, but to the whole of the people of Toronto to have these driveways and parks, and this embellishment and development in this section of the community, and I do not see that Mr. Smith, or the Toronto public who have this advantage, could be properly compensated in dollars and cents for the damage the railway company would do if their application was granted. It would be more or less problematical what might happen in the future, but bearing in mind the importance of the development that has taken place, and the settled policy and plans with which the city has concurred, and the development in that locality, we look on this as more or less a public undertaking, and we have come to the conclusion—that is, Dr. Mills and myself, Mr. Goodeve dissenting—that the application of the railway company should be refused.

It has been shown to us that the railway company can get another route, not as cheaply—it will cost them more money undoubtedly—but it is a question of expense as far as they are concerned. It is not an impossibility to secure their desired end by another way, avoiding the injury to this property that I have attempted to describe.

Therefore we have come to the conclusion that the application should be refused.

Order, refusing application, issued.

BELL TELEPHONE COMPANY CROSSING CANADIAN PACIFIC AND GRAND TRUNK RAILWAYS, AT BROCK AVENUE, TORONTO.

The Board by its orders, granted leave to the Bell Company to lay underground conduit across the tracks of the Canadian Pacific and Grand Trunk Railway Companies, at Brock avenue, in the city of Toronto. Later the city applied for a subway to be constructed at Brock avenue and an order issued directing the building of said subway. A further order issued giving the dimensions of the roadway, and later another order issued apportioning the cost. These orders affected the underground conduit, but the Bell Company complained that that Company's interests were not taken into consideration when these orders issued, and that they should be relieved of any of the costs in connection with the crossing.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of the hearing May 24, 1912:—

We are unanimously of the opinion that while the Bell Telephone Company has the right to be on the highway, still it must bear the burden of the changing of the highway when we order it for the public good. The grade separation has been ordered there, and the burden of it has, we think, been properly apportioned between the railways and the city, and it occurs now that some burden is placed on the Bell Telephone Company. Well, they will have to bear it for the public good. That is the only way to look at it. The city and the railways bear it for the public good.

Therefore, this application is refused.

Ordered accordingly.

CITY OF EDMONTON AND G. T. P. RAILWAY COMPANY.

APPLICATION of the Edmonton street railway to cross the tracks of the Grand Trunk Pacific at Twenty-first street, city of Edmonton.

Judgment, Mr. Commissioner McLean, May 27, 1912:—

The Grand Trunk Pacific in consenting to this crossing submits:

(*a*) That in terms of the agreement entered into between the city and the railway on March 6, 1906, under which the railway was allowed to lay its tracks on the

street in question, the Edmonton street railway is junior at the point of crossing and should, therefore, bear the whole cost of installation, maintenance, and protection of the crossing.

(*b*) That under section 122 of chapter 8 of the statutes of Alberta, 1907, an application must first be submitted to the Lieutenant Governor in Council for approval of the crossing before application is made to the Board.

The first of these contentions has already been dealt with in the case decided on March 26, 1909, in which the Board held that in the matter of the city carrying its municipally owned and operated street railway along or across its own street, the street being senior to the tracks of the steam railway located at the point of crossing, under such conditions the ordinary principle of seniority did not apply. The city has a right to carry its traffic along its streets by such means as it deems fit. The street being senior at the point involved in the present application, it cannot be claimed that the municipally-owned street railway, which is one of the city's instrumentalities of carriage, is junior to the steam railway. Regarding the second point raised by the railway, it is not necessary to consider the pertinency of the provisions of the legislation referred to. What is before the Board is an application which falls squarely within section 227 of the Railway Act.

Order should therefore go for the crossing; the cost of construction, maintenance of the crossing, as well as installation and maintenance of the protection to be divided between the city and the Grand Trunk Pacific. The protection to be installed to be as recommended in the following extract from the report of the Board's chief engineer:

> "I am of the opinion that the crossing should be allowed, provided a half-interlocker is installed with semaphores 500 feet distant from the diamond on the line of the steam railway and split point derails 100 feet from the diamond on each side of the lines of the electric railway. The normal condition of semaphore to be left clear for the steam railway and derails to be open for the street railway, which must come to a full stop, the conductor going ahead to the diamond, putting up the semaphore against the steam railway and closing the derails for the electric railway. After the car passes the derails, this operation is to be reversed and the electric car can proceed. The speed of the steam railway not to exceed 15 miles per hour at this point."

Assistant Chief Commissioner Scott concurred.

Order carrying out the terms of the judgment, dated June 4, 1912, issued.

The Grand Trunk Pacific Railway Company applied for leave to appeal to the Supreme Court of Canada from said order which placed half the cost of installation, maintenance and protection of the crossing at Twenty-first street on the railway company in contravention to the terms of the agreement. Leave to appeal granted.

Assistant Chief Commissioner Scott, August 30, 1912:—

The Grand Trunk Pacific Railway Company has, for a number of years had its tracks on Twenty-first street, in the city of Edmonton, and operates its trains along that street.

By an application, dated March 15, 1912, the city of Edmonton asked this Board for authority to cross the tracks of the Grand Trunk Pacific on Twenty-first street with the tracks of its municipally-owned electric street railway on Short and Nelson avenues where those avenues cross Twenty-first street.

The application of the city was granted by order No. 16,701, dated 4th June, 1912, which placed one-half of the cost of constructing and maintaining the crossing, and the devices for its protection, on the Grand Trunk Pacific Railway Company.

The railway company did not object to the crossing, but submitted to the Board before the order was issued that it should not pay any part of the cost of the work.

The Grand Trunk Pacific now in its desire to be relieved of the share of the cost of the crossing put upon it by the order, seeks leave to appeal to the Supreme Court of Canada from the order on the grounds set out in its application, dated 24th June, 1912.

Both parties were heard at some length at the sitting at Edmonton on the 24th July last.

The Board has a well-established practice, where one railway seeks to cross another, of putting the entire cost of the construction and maintenance of the crossing as well as the entire cost of the construction and maintenance of any protective device which it may order on the junior road. We have also a well-established practice of considering a municipally-owned street railway as senior to the tracks of a steam railway which a municipality seeks to cross with its street railway if the street upon which the street railway is to be operated over the steam railway was a street at the point of crossing prior to the construction of the steam railway. That is, the seniority of the street at the point of crossing is taken to give seniority to the street railway, because the operation of a street railway is but one of the many ways a municipality might carry traffic along its street.

Short and Nelson avenues are senior to the Grand Trunk Pacific railway where those avenues cross Twenty-first street. The Grand Trunk Pacific Railway Company was permitted to lay its tracks along Twenty-first street by an agreement made with the city of Edmonton, dated March 6, 1906, and confirmed by the Legislature of Alberta in 1907. (See 7 Ed. VII, cap. 36.)

By section 7 of the agreement it is provided that:

> 'the company may utilize, without charge therefor, any streets required for its railway in reaching the city limits, etc.'

It is contended by the railway company that this provision should relieve it of the obligation placed upon it by the order of the Board to pay a portion of the cost of the crossing. The Board is of the opinion that it was not bound by the agreement and that even if it was so bound, the provisions of section 7 of the agreement, quoted above, do not mean that the company should be relieved of paying such expense as is placed upon it by the order. These are both questions of law, which I think the railway company might be permitted to argue before the Supreme Court of Canada.

The Grand Trunk Pacific Railway Company also urges that an order should not have been made, because at the time the application was made by the city of Edmonton the city had not complied with the provisions of some statute of the province of Alberta. We clearly had the right, under the Railway Act, to make an order for a crossing, and, if the railway company thinks the City is not complying with the provincial laws, the courts of the province are open to it to take such action as it may desire. We will not submit any question to the Supreme Court under this head.

An order may therefore go submitting the following questions to the Supreme Court:

> (1) "Was the Board bound by the agreement between the city of Edmonton and the Grand Trunk Pacific Railway Company?" and
>
> (2.) "If it was so bound, do the provisions of section 7 of the agreement mean that the railway company should not pay such expense as is placed upon it by the Board's order?"

Order granting leave in the terms of the judgment issued.

The judgment of the Supreme Court was that both of the questions submitted should be answered in the negative, and order accordingly.

SESSIONAL PAPER No. 20c

CROSSING OF PRESTON STREET, OTTAWA, BY G.T.R.

APPLICATION, city of Ottawa, Ontario, under the Railway Act, for an order directing the Grand Trunk Railway Company to remove its tracks from Preston street, Ottawa, Ontario.

APPLICATION, Canada Atlantic Railway Company (Grand Trunk Railway) under sections 222, 237, and 59A, for authority to construct, maintain, and operate a siding for the Export Lumber Company, crossing Preston street, in the city of Ottawa, Ontario.

The facts are fully set forth in the judgment.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of hearing, June 4, 1912:—

With regard to these two matters, that is, Nos. 1 and 2: first, the application of the city to have this Grand Trunk track removed; and, second, the application of the Grand Trunk Railway Company for power to maintain tracks into the Export Lumber company's property.

We are of the opinion that the Grand Trunk spur is not legally across Preston street. Under the Railway Act, at the time the track was laid down, while the railway company may have had power to build a quarter mile section without leave from anybody, still that power was subject to the provisions of the Act with regard to the crossing of highways, and under section 187 (Acts 1888), which I referred to a moment ago, the railway company had no right to cross a highway with its tracks without first submitting a plan to the Railway Committee of the Privy Council, and it is admitted they did not do that. Therefore, they are not legally on the highway.

The city of Ottawa says that they are trying to induce the street Railway to build on Preston street, and the street railway has consented to do so provided it is not put to the expense of crossing and protection of the spur track into the Export Lumber Company's property.

We will grant the application of the Grand Trunk to legalize this track on the condition that, when the street railway is built on Preston street, the Grand Trunk be at the expense of putting in the diamonds on the tracks, and that the movements on the steam railway be limited to the time consented to by Mr. Dewar on behalf of the lumber company, that is, from 12 midnight to 5 a.m. When these movements are taking place the steam railway will have to be flagged across Preston street. A flagman will have to be stationed by the steam road on Preston street to prevent street cars, pedestrian or vehicular traffic from crossing during the time that the steam cars are approaching or passing.

No derails or semaphores will be required now. They may be required at some future time if the thing develops more, when that further protection will have to be ordered, but that flagging will be sufficient for the present.

I understand there are gates now on the steam railway right of way shutting off the entrance from Preston street into the yard of the Export Lumber Company. Those gates should be maintained. The gates at each side of the highway crossing the steam tracks should be maintained by the Grand Trunk Railway. These gates to be kept closed at all times except when a movement on the steam track is to cross the highway.

That will dispose of No. 1; it will be dismissed.

Then No. 2 will be granted with the conditions I have stated.

Mr. CHRYSLER: There is just one point that has not been mentioned to the Board. A source of danger which has occurred to me is the rail on the west side of Preston street, which would, if any negligence occurred on the part of the railway company in allowing cars to stand, allow a runaway car to run down the grade, and perhaps lodge on Preston street . I think there should be some provisions made for blocking

that track when it is not in use. I think that could be done so the car could be stopped.

THE ASSISTANT CHIEF COMMISSIONER: Cars running down from the west?

Mr. CHRYSLER: Yes. I think from the east side it is a level grade; there is no danger of a car running away there, but coming on Preston street from the west there is a grade.

The ASSISTANT CHIEF COMMISSIONER: Do they leave cars between the Grand Trunk railway on Preston street on that piece of track?

Mr. CHRYSLER: I do not know as to the practice.

THE ASSISTANT CHIEF COMMISSIONER: How is that, Mr. Donaldson?

Mr. DONALDSON: We are not doing it at present. It might be necessary for the convenience of manufactories.

The ASSISTANT CHIEF COMMISSIONER: Is there a grade there?

Mr. DONALDSON: There is a falling grade there.

The ASSISTANT CHIEF COMMISSIONER: I suppose it would be safe practice that there should be some block there?

Mr. DONALDSON: That could be easily put up by what we call a turnout switch.

Mr. MOUNTAIN: A cut rail.

THE ASSISTANT CHIEF COMMISSIONER: If the railway company at any time leave cars there, they shall install this turnout switch to make it physically impossible for a car to reach Preston street.

Mr. BIGGAR: Mr. Chairman, with regard to the hours limited for switching, I understand from Mr. Donaldson that it will make it practically impossible for us to operate the siding. Those hours may suit the lumber company, but they do not suit us, according to Mr. Donaldson, and if the crossing is going to be protected as you suggest, why limit us from 12 midnight to 5 in the morning?

The ASSISTANT CHIEF COMMISSIONER: It was a question of putting in more expensive protection, I mean derails, semaphores, and interlocking devices.

Mr. DONALDSON: That might develop, but in the meantime I do not think there is any probability of our using that siding more than once a day. We would like to leave that open because, in future, manufacturing and other interests might arise there, and be very valuable to us.

The ASSISTANT CHIEF COMMISSIONER: If you want to come along there in the middle of the day with trains, you will have to protect the crossing with an interlocking plant. We thought you would not want to operate then: that is why we left it so easy. If there is going to be no time limit to prevent any chance of accidents there to street cars we will have to have an interlocking device.

Commissioners Mills, McLean and Goodeve concurred.

Order, in accordance with the judgment, issued.

ALGOMA EASTERN CONNECTS WITH SOO BRANCH C.P.R. AND SPUR OF CANADIAN COPPER CO.

APPLICATION of the Algoma Eastern Railway Company, under section 227, for an order granting to the company authority to connect its lines and tracks with the lines and tracks of the Soo branch of the Canadian Pacific Railway and with the Huronian spur of the Canadian Copper Company to Turbine, lots 7 and 8, concession 1, township of Drury, Ont.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of the hearing, June 14, 1912:—

In this matter the Copper Company have a spur branching off the Canadian Pacific railway running northerly. The Algoma Eastern is building parallel to the Canadian Pacific railway and on the north side of it. It crosses this spur. The spur was built by the Copper Company, and is on the Copper Company's lands. It has

not been used of late to any great extent. The Canadian Pacific Railway Company has left cars in there, and the Copper Company has handled them further north for their own purposes.

The suggestion of the applicants is that instead of putting in a diamond for that spur running north on the Canadian Pacific railway on the Copper Company's property that a connection be made between the Canadian Pacific railway and the Algoma Eastern, and then on the north a connection from the Algoma Eastern with the Huronian spur, all at its own expense. An agreement has been made between the Copper Company and the Algoma Eastern respecting the handling of these cars, and has been filed with the Board. The portion of the right of way of the Algoma Eastern over the spur in question has been sold by the Copper Company to the Algoma Eastern, so that this spur which is now in question is really on the Algoma Eastern right of way at the point in issue.

Under these circumstances, and bearing in mind that the Canadian Pacific could put in a spur anywhere else for its own purposes, which would be just as convenient to operate as its connection with the Copper Company, and also bearing in mind that with the connection proposed the Canadian Pacific Railway Company will still be able to do business with the Copper Company, the Board is of opinion that the application should be granted, and an order will go accordingly.

Mr. WILLIAMS: Will it be embodied in the order that they do the switching?

The ASSISTANT CHIEF COMMISSIONER: It is understood that the switching has got to be done from the Canadian Pacific Railway to the Huronian spur over the Algoma Eastern by the Algoma Eastern without any expense to the other parties.

Mr. WILLIAMS: Without any charge.

The ASSISTANT CHIEF COMMISSIONER: Without any charge to the other parties, and the applicants agree to that.

Commissioner Mills concurred. Order accordingly.

FARM CROSSING, G. T. R., TOWNSHIP OF SANDWICH EAST, ONT.

APPLICATION of Everiste Momore Richards and George H. Bennett, Windsor, Ont., for an order directing the Grand Trunk Railway Company to provide suitable farm crossing from applicants' lands to Strabane avenue, concession 1, township of Sandwich East, Ontario.

Oral judgment delivered by Assistant Chief Commissioner Scott, at the close of the hearing, June 22, 1912.

In this matter the applicant applies for a direction that a farm crossing be established, or a way in the nature of a farm crossing, a sort of continuation of Strabane avenue.

It is contended by the railway company that the applicant has a right to use Labadee's crossing, a distance away. Labadee disputes that. He has taken legal proceedings to prevent the applicant from using this crossing.

We went out there this morning and saw the layout on the ground; we saw Mr. Labadee and discussed the matter with him. He claimed very forcibly that it was his lane and his lane only, and he wants a sum, which I think is a prohibitory sum, to allow any one else to use it.

We saw that there was clearly some kind of a crossing over the railway at the continuation of Strabane avenue. We have heard the evidence of Mr. Askin, who owned the property, that there was a farm crossing at that point, which he used for years, and which he never relinquished. He says it was closed by the railway company without his leave or license, or in fact without his knowledge, until the work had been done.

We are of the opinion that Richards and Bennett should have access to their property. There is some legal doubt as to whether they have the right to use the Labadee lane or not. We are not in a position to decide that. I do not think it is incumbent upon us to do so. There clearly was a crossing at one time at the point now applied for.

Of course the parties now applying are not the same as those who enjoyed it at the time it was opened.

We are of the opinion that a crossing in the nature of a farm crossing should be given to Richards and Bennett, and we impose the condition that they do all the work at their own expense. Of course, like all other farm crossings, there must be gates, and the gates must be kept shut. The Railway Act imposes the obligation on the party who has the right to use the crossing to keep the gates shut, and to relieve the railway company from any legal liability. The applicants, Richards and Bennett, should understand that is their obligation to keep the gates shut, and that they are responsible to see that they are kept shut; and, that the railway company is not under any obligation in respect thereto.

An order will go permitting the applicants to construct a farm crossing at their own expense, and establish gates, which must be kept closed, on each side of the railway company's property.

Commissioner McLean concurred.

Ordered accordingly.

CANADIAN PACIFIC RAILWAY AND HIGHWAY CROSSINGS, WOODSTOCK, N.B.

The question of protection to be provided at the Queen street and King street crossings, Woodstock, province of New Brunswick, by the Canadian Pacific Railway, was set down for hearing and heard by the Board at the sittings held at St. John, on July 9, 1912. The railway company and town were represented at the hearing, and at its close, Assistant Chief Commissioner Scott delivered the following oral judgment:—

An order will go for the establishment of a bell at Queen street, the expense being on the railway, but twenty per cent of the cost of installation of that bell will be paid out of the railway Grade Crossing Fund.

I think it would be well for the bonding of the bell to be made shorter than the bonding of the present bell at King street. It seems to me that 1,575 feet one way and 1,110 the other is too far down, particularly when there may be shunting movements which will not cross the street in question at all, but which will cause the bell to ring and raise disturbance.

I think an improvement in the bell and in its installation can be made at Queen street. That will be covered by the detail plan to be submitted and approved of by the engineer of the Board before the bell is installed.

With regard to King street, it looks to us as if there should be gates there; but we are not satisfied yet because you have not given us sufficient information. We would like the town of Woodstock and the Canadian Pacific Railway Company, or either of them, or perhaps jointly, to station a man at the crossing for a few days and nights, and keep an account of the pedestrians and vehicles that cross the railway at King street during the day and night. After we have that information, we will be able to decide better what, in our opinion, should be placed there as the character of the protection. Then the question comes up as to whether in the event of our ordering gates there should be some contribution from the county because we are told that this bridge leads to a county road, and there are county people coming into Woodstock who use it largely. The Board has power, where an adjoining municipality is interested, to impose a portion of the cost on that municipality. It may be proper that Carleton should pay a portion of the cost of the gate if we decide on a gate being installed. We will have to reserve our decision in this matter until the parties

send in that count, and we will have to take up with the county the question of their contribution and hear their point of view, if we decide that it is a case for protection which we usually ask a municipality to contribute towards the cost of.

COMMISSIONER MCLEAN: These estimates should cover the number and kind of train movements as well.

Mr. KETCHAM: I suppose, Your Honours would like that information as soon as possible.

THE ASSISTANT CHIEF COMMISSIONER: Yes, as soon as you can conveniently let us have it.

Order requiring installation of electric bell at Queen street issued accordingly.

CROSSING ROAD ALLOWANCE BY CANADIAN NORTHERN RAILWAY.

APPLICATION of the Canadian Northern Railway Company for permission to cross with their tracks, east and west, road allowance between sections 20 and 29, township 16, range 26, west of the 2nd meridian.

Oral judgment, delivered by Assistant Chief Commissioner Scott, at the close of the hearing, July 20, 1912:—

In this matter it appears that there is already a sub-division of lots out that way, and the street railway is running to this highway within a short distance of the point where the bridge is applied for. The highway, if it were to cross the track upon the level as the railway company desires, would have to be graded down about ten feet. It would then be in a hollow with ten-foot banks on either side. At this point the railway has a three degree curve, so that the highway running down to a level crossing with the railway on a curve makes it an exceptionally dangerous location. Bearing that in mind, and bearing in mind the fact that the territory in that location apparently is going to be developed, we are of the opinion that this opportunity should be taken for the separation of grades. The cost, we are told by our engineer, of cutting the highway down to the track level, that is, if a level crossing were approved of, is about the same as the cost of building up if a bridge were put in; so that the only additional cost in a separation of grades is the cost of the actual timbers in the bridge itself, which, bearing in mind the importance of the situation, is not sufficient to make us change our minds. We therefore recognize that the railway should build a bridge to carry its line over the highway at that point; detail plans to be sent in to the Board for our engineer's approval.

Commissioners Mills and Goodeve concurred.

Order accordingly.

REVISED LOCATION CROWSNEST BRANCH OF C. P. R. MILEAGE 15 TO 53.1.

APPLICATION of the Canadian Pacibc Railway Company under sections 159 and 237, for approval of revised location of Crowsnest branch between Seven Persons and Brassy Lake, mileage 15 to 53.1, Lethbridge sub-division of said branch; also for authority to construct line across highways between the above-mentioned mileages.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of the hearing, July 25, 1912:—

An order can go approving of the location as asked, with these conditions: That the arrangement made with the Minister of Railways be carried out; that is, that the parties having lots in the old location be supplied with similar lots in the new location, and that the buildings of those at the old location be moved to the new location by the railway company at its expense, or, in the alternative, that the rail-

way company have the right of refusing to move the buildings and instead compensate the man for the loss of his bui'ding. If an arrangement cannot be made in each case, we will appoint some one as an arbitrator to go there and decide what is a fair arrangement to be made.

How long will it take you to carry that arrangement out?

Mr. Sutherland: We have just got the approval of the plans. It is too late to start work this fall, and in fact we have no appropriation. We hope to start that work next spring. We will open the other line before we close this one, and they don't want their buildings moved until the line is closed.

The Assistant Chief Commissioner: We will not fix a time, then, but the parties will notify the Board if the railway company does not carry out this arrangement in due time, and we will see that it is carried out.

Mr. Sullivan: This is with regard to the people who are there now? We do not want people to rush in there.

The Assistant Chief Commissioner: This applies only to those who have vested rights there in Whitla. Anyone going there goes there at his peril, and will get no consideration whatever.

Commissioner Mills and Goodeve concurred.

Order issued approving the revised location, based upon the undertaking of the company to furnish the owners of lots in the present location, at Whitla, with lots free of charge in the new townsite, and the undertaking on the part of the Government to close the highway adjoining the western boundary of section 31, and divert the same.

SPRUCE AVENUE CROSSING, EDMONTON.

Application of the Grand Trunk Pacific Railway Company, under section 56, subsection 3, for leave to appeal to the Supreme Court of Canada, from order No. 16700, dated June 1, 1912, in *re* Grand Trunk Pacific Railway crossing at Spruce avenue, Edmonton, Alta.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of the hearing, July 24, 1912:—

In this matter Mr. McLean put this memorandum on the file:—

> "Spruce avenue having been registered on the 4th day of June, 1907, and the plan of the right of way of the Grand Trunk Railway Company having not been registered until the 29th August, 1907, it is manifest that Spruce street is senior. The order for the crossing should go and the same principle be applied in this case as in the application under file No. 19435, namely, that the cost of construction and maintenance of the crossing, as well as the installation and maintenance of the protection, should be divided between the city and the Grand Trunk Pacific Railway Company."

and then it was on the recommendation of the chief engineer of the Board, Mr. Mountain, that that protection was put in the order.

Now the Grand Trunk Pacific Railway Company applies for an order for leave to appeal to the Supreme Court. I do not see that there is any point of law raised by the Grand Trunk Pacific which would warrant us in asking the Supreme Court to consider this matter, and the application is therefore refused.

Commissioners Mills and Goodeve concurred.

Order issued dismissing application.

SESSIONAL PAPER No. 20c

APPLICATION of Bradford and Taylor, Vancouver, B.C., for an order directing the Great Northern Railway Company to construct a spur to their saw-mill in district lot 10, Burnaby, British Columbia.

The facts are fully set forth in the judgment.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of the hearing July 27, 1912:

In this matter the applicants, before constructing their mill, applied to the railway company to know what facilities they could get in the way of a spur. No contract was made between the railway company and the applicants that they would get the spur, but the applicants, by the correspondence and by the interviews they had with the railway company, were led to believe that they would get the spur, and they say because of that they constructed their mill. The railway company now refuse to put in the spur.

Under section 226 of the Railway Act, under such circumstances, the Board, on the application of the owner and upon being satisfied of the necessity for such spur or branch line in the interests of trade, may order it to be constructed on certain conditions.

We are told that the applicant's mill will probably ship about seventy-five carloads of lumber a year. That is sufficient in the interest of trade to warrant us in ordering this spur.

We are induced to take the position we do because of the negotiation which went on and which led the applicants constructing their mill, believing they would get this facility.

The railway company's objection is that it is another break in the main line. That is an objection we often hear from railway companies, and I have no doubt there is something in it, but they have a break in their main line about a mile one way and about a half a mile the other way. In operating, they have those in mind, and we cannot see that an additional break in the main line is going to make it so dangerous that we would not be warranted in carrying out the requirements of the Act.

An order will go as asked for the construction of the spur, upon condition that the applicants first put up a sufficient sum of money to pay for the entire cost; the money to be deposited in a chartered bank of Canada to the credit of the Board, to be paid over by us to the railway company upon completion of the work; the amount required or amount paid over to be paid back by the railway company to the applicants in rebates pursuant to the provisions of section 226, which will be set out in the order.

What amount, Mr. MacNeill, will be required to be deposited? Two or three hundred dollars?

MR. MACNEILL: There is a change of line under consideration at present time which will make it extremely awkward to do anything.

The ASSISTANT CHIEF COMMISSIONER: What is the cost?

MR. MACNEILL: About $350.

The ASSISTANT CHIEF COMMISSIONER: The order will be that the applicants deposit $350 to the credit of the Board in some chartered bank of Canada, and after the money being deposited and the order issued, the railway company will construct a siding within thirty days.

Commissioners Mills and Goodeve concurred.

Order made directing the Vancouver, Victoria and Eastern Railway and Navigation Company to construct a spur to the applicant's property, Burnaby, British Columbia; the work to be completed within thirty days; and the applicants to deposit the sum of $350 to the credit of the Board, in a chartered bank.

EASTERN RAILWAY STREET CROSSINGS, VANCOUVER, B.C.

APPLICATION of the city of Vancouver, B.C., for an order allowing and directing the construction of highways on Hastings street, Pender street, Keefer street, and Harris street, by way of overhead bridges or viaducts over the railway of the Vancouver, Victoria and Eastern Railway and Navigation Company at its intersection of said streets, for the costs of such construction and maintenance of same.

Oral judgment, delivered by Assistant Chief Commissioner Scott, at the close of the hearing, July 29, 1912:—

In this matter the Board is of the opinion that the application should be granted for the approval of grade separation at these four streets, Hastings, Pender, Keefer and Harris.

It was suggested that perhaps one of the streets, or perhaps two of them, might be closed and grades separated at the others. But bearing in mind the marvellous—I think that is not too exaggerated a word—the marvellous growth of Vancouver, it is perhaps wisest at this stage to decide to keep the whole four streets open. And bearing in mind the fact that there will have to be some depression in the tracks of the Great Northern and bearing in mind the facts that land values are increasing, it is better that the four of them should be done at once rather than that the work be done piecemeal. Therefore, having decided that much, it is incumbent on us to say in what proportions the cost shall be borne by the interested parties.

First of all, dealing with Pender and Keefer streets, these are streets which are not used by the British Columbia Electric Railway, and the only parties interested are the city and the Great Northern Railway. It appears that after the streets were laid out the Great Northern put a track across the streets, and subsequently, in 1910, they got permission from the Board to lay two more tracks. The order in that case was No. 12403 and dated on the 6th of September, 1910. Clause two of that order was as follows:—

> "That owing to the low-lying nature of the ground through which the said tracks were run, and the probable necessity in future of carrying the said streets or some of them over the said tracks, all questions relating to the separation of grades and the distribution of the cost thereof are hereby reserved."

Now, it is quite clear from that order that the railway company went there with its two additional tracks bearing in mind that the question of grade separation would come up and that it would undoubtedly be called upon to pay a substantial share of separating the grades at those streets. The advent of the Great Northern is undoubtedly of substantial benefit to Vancouver. No one denies that. These tracks are not for passenger purposes but to get down to the water front. That is an undoubted advantage to Vancouver to have the railway facilities of the Great Northern at the water front more or less in competition with the other railway that is there.

Bearing all these facts in mind, we have come to the conclusion with regard to those two streets upon which the British Columbia Electric Railway does not run that the cost should be divided as follows:—

First, we will give as much as we can give out of the Railway Grade Crossing Fund as a contribution towards the separation of grades. The Railway Grade Crossing Fund is a fund established by Parliament some years ago to assist in the separation of grades and highway crossings. That Act has some limitations, and we are not permitted to give more than twenty per cent of the total cost of the work for any one crossing, and the amount of the contribution for any one crossing shall not exceed $5,000. So that in this case it is rather small. A further limitation is that that contribution can only be made for three highways in one municipality in one year. At Pender and Keefer streets we will give $5,000 contributions each out of the Railway

Grade Crossing Fund, and we think that the balance should be paid, 25 per cent by the city and 75 per cent by the railway company.

At the other two streets, Hastings and Harris, all that I have said with regard to the history of the crossings at Pender and Keefer also applies. The circumstance of Hastings and Harris which does not coincide with the other streets, is that the British Columbia Electric Railway crosses the steam railway at both these streets. It appears that the British Columbia Electric was some few years prior to the Great Northern with its track at Hastings, but it is said that the tracks were not connected up but were merely laid across.

It appears from the statements handed in by the Great Northern, which are not disputed by anyone, that there is considerable street railway travel at those streets. Take, for instance, Hastings between 8.30 a.m. and 6 p.m., 111 cars; and 8.15 a.m. and 6 p.m., 120 cars. The average is that at Hastings the street cars pass every five minutes and at Harris every 4½ minutes, showing a substantial travel over these two streets by the British Columbia Electric.

The British Columbia Electric Railway Company was not originally served, but their counsel came forward and said they were aware of what was going on and he waived the lack of notice. If they stood on their technical rights, it would only have meant a delay of a couple of weeks until they were given notice, so I think it is in the interest of all concerned that he should have waived the lack of notice and gone on as he did.

In the operation of their cars, the British Columbia Electric now find three tracks of the Great Northern crossing these two streets. These three tracks of the Great Northern are legally there. Without the intervention of this Board, the British Columbia Electric can do nothing to get rid of these tracks. They have to stop their cars; their conductor has to go forward and give a signal, and then, if the track is clear, they proceed. In addition to that delay in stopping in that way there is the danger of their passengers being killed by an accident occurring at this level crossing. It will, undoubtedly be a very substantial benefit to the British Columbia Electric to have this danger removed, and to have this delay in their operation removed by the construction of these bridges. It being a substantial benefit to them, we are of the opinion that they should contribute to the cost of the two bridges which they will use. That is the bridges at Hastings and at Harris. Unfortunately we cannot give the $5,000 out of Grade Crossing Fund to both of these streets, because the Act limits us to a contribution to three streets in one year in any municipality. Therefore, we will say at Harris street we will give $5,000 out of the Railway Grade Crossing Fund and the balance to be divided, 20 per cent to the city, 20 per cent to the British Columbia Electric, and 60 per cent to the Great Northern. That same contribution will apply at Hastings, except that, as I have already said, we cannot give the $5,000 out of the Railway Grade Crossing Fund.

With regard to the cost of the depression of the tracks of the Great Northern necessary for this work, we think that that cost should be counted in with the cost of the bridges in addition to the land damages. So that in estimating the cost of the work upon which the percentages will be based, the cost of depressing the Great Northern tracks will be included. Any disputes will have to be settled by the engineer of the Board. Detailed plans of each crossing to be submitted for the approval of the engineer of the Board.

Mr. MacNeill.—I take it that as to land damages the railway company will be in the same position as a private owner.

The Assistant Chief Commissioner.—If you own lands apart from your right of way.

Mr. MacNeill.—It is irregular. In some places more lands were got than are actually occupied by the tracks and they are utilized by industries.

The Assistant Chief Commissioner.—Land damages to your right of way should not be included, but land damages to land that you hold other than your right of way might be included. I suppose the city does not want it stated when this work is to be begun? If you have to submit your by-law to the people.

Mr. Hay.—We will submit our by-law in January. That is the first time we can submit it.

Assistant Chief Commissioner.—We will make no order as to the time when it shall commence or when the work shall be completed. The city being chiefly interested in the matter, we presume that they will act with due diligence.

Mr. Hay.—Permission being given to the city to construct?

The Assistant Chief Commissioner.—Yes.

Order in accordance with the terms of the judgment issued, and the British Columbia Electric Railway Company appealed to the Supreme Court of Canada from the said order, questioning the power of the Board to hear the application and give the relief asked for by the municipality with respect to the bridge and to assess the cost upon the parties interested.

The appeal was dismissed with costs, a majority of the Court holding that the Board had the power to make the order complained against.

THE NIAGARA, ST. CATHARINES AND TORONTO RAILWAY CROSSING GRAND TRUNK RAILWAY, WELLAND AVENUE, IN THE CITY OF ST. CATHARINES.

Application of the Niagara, St. Catharines and Toronto Railway Company, applied under section 227 of the Railway Act, for authority to cross with its tracks the tracks of the Grand Trunk Railway Company on Welland Avenue, in the city of St. Catharines. A hearing was had, evidence taken, and a statement filed by the Grand Trunk showing the traffic over Welland avenue.

Judgment, Chief Commissioner Drayton, October 11, 1912:—

At the hearing, and from a scrutiny of the plan, it seems to me that it would be entirely improper to allow a crossing of the Grand Trunk tracks by the Niagara Central at the point sought. This plan disclosed a crossing of some five tracks of the steam railway at grade, bisecting the company's yard. The location of the Niagara, St. Catharines and Toronto railway, however, was not only urged by the company, but, also strongly by the city's representatives. The Board's engineer has since made a careful survey of the situation, and it appears that the other points of crossing suggested by the Grand Trunk are either subject to just as great if not greater danger, or necessitated the construction of the railway on such narrow streets as to be entirely inadvisable from a public standpoint. The Board has therefore to consider whether this crossing should be allowed or no crossing permitted along the line of the present location in St. Catharines.

The Board's engineer reports that, with the exception of the fruit season, little or no use is made by the Grand Trunk of its apparently extended facilities at this point: and that the rail movement is confined strictly to shunting or stub-end movements, and at this point is slow and under immediate control.

Under the circumstances, an order will go. It will be necessary, however, that derails be installed on each side of the crossing, seventy-five feet from the nearest track, interlocked with semaphore on Grand Trunk track, to be operated by the conductor of the electric car; detail of plan of said half-interlocker to be submitted for approval by an engineer of the Board, the whole, with future maintenance, to be at the expense of the applicant company.

Commissioners Mills and McLean concurred.

SESSIONAL PAPER No. 20c

CITY OF ST. THOMAS AND MICHIGAN CENTRAL RY. CO.

APPLICATION of the corporation of the city of St. Thomas, Ontario, for an order permitting it to construct its street railway across the right of way and tracks of the Michigan Central Railway Company at grade, on William street in the said city.

The facts are fully set out in the judgment of Mr. Commissioner Mills.

Judgment, Commissioner Mills, October 25, 1912:—

This application was made on the third day of June, 1912, and it was heard at sittings of the Board in Toronto, commencing on the 26th day of September, 1912. The locality was subsequently inspected by two members of the Board, and the case now stands for final action.

William street extends north from Wellington street to Talbot street, crossing the Michigan Central railway one block south of the latter street. It is open across the said railway, properly planked, and now used for vehicular and pedestrian traffic. Centre street is immediately south of the Michigan Central, and parallel with it, running east and west, about thirty-two feet distant from the nearest track; and there is a subway under the Michigan Central tracks at the west end of Centre street, 1,750 feet west of William street.

The St. Thomas street railway runs north along William street, from the southern portion of the city to Centre street, where it turns west along Centre street to the said subway and then back east along Talbot street to the north end of William street, going two-thirds of a mile out of its way every trip to and from the northern part of the city, where, it appears, a large number of men are employed in the Père Marquette shops, the Broom and Woodenware factory, the Still Handle factory, the Pork Packing factory, and the Canning factory, as well as in the stores and other business places along Talbot street, from William street on the west to the London and Port Stanley railway on the east.

The city alleges that the going round the loop, two-thirds of a mile out of its way every trip, seriously interferes with the financial success of its street railway; that many people who have to go only a comparatively short distance north or south, across the Michigan Central railway, decided to walk rather than take a street car round the loop; and that the compulsory diversion from William street is an inconvenience and annoyance to many citizens in the northern and southern parts of the city.

Therefore, the city, by vote of the ratepayers and a resolution of the City Council, had appealed to the Board for an order permitting it to continue its street railway along William street, across the Michigan Central tracks, laying it one block further north, in order to reach Talbot street without going round the loop.

The owners of certain properties on Centre and Talbot streets, fronting on the loop, with sympathizers and others in different parts of the city, to the number of 177, men and women, petitioned against the proposed change of route, on grounds, real and ostensible, to the effect that it would increase the danger at the crossing on William street; would interfere with farmers driving to a small market place on the west side of William street, immediately north of the M.C.R. right of way; and would involve the city in a considerable (perhaps a large) expenditure—all without any benefit in either time or money to the street railway, adding that long freight trains which, at the usual rate of speed through the city, take about five minutes to pass a given point, and prove a greater hindrance to street railway traffic than the loop in question.

The Michigan Central Railway Company also, very courteously but strongly, objected to the proposed crossing, chiefly for the same reasons as those given by the petitioners above mentioned, emphasizing especially the danger and the cost involved, while maintaining that, if the crossings were made, it would be no benefit to the street railway, and that consequently the city's application should not be granted.

The danger is always the most difficult problem in connection with the crossings of railways over highways at grade or rail level. The question arises whenever a railway company applies for permission to construct a track at grade, through a city, town, village, or country district. Every such crossing over a street or highway increases the danger of the travelling public; and yet our country has allowed thousands of such crossings, in the public interest, and will continue to allow them, until such time as the country is able to provide for a separation of grades at all railway crossings, or willing to pay such passenger fares and freight rates as will enable railway companies to make such a separation at all points.

In like manner, whenever a city, town, village, or rural municipality opens a street or highway, or constructs a street railway, across a steam railway, at grade, it increases the danger to the travelling public; nevertheless many such crossings have been authorized and must continue to be authorized, so long as the public interest demands them, a city or other municipality having as good a right as a railway company in all such cases.

Further, when a railway company has secured its right of way, it has therein certain rights which must not be ignored. It has the right to lay tracks and sidings thereon; which right it exercises almost *ad libitum*; and it never hesitates to press for permission to cross streets, at grade or otherwise, as it thinks proper, when constructing additional main line, siding, or branch line tracks; and it should not be forgotten that municipalities, likewise, have certain rights as to the use of their streets and highways; and these rights should not be overlooked or lightly disregarded.

No doubt there often is ground for difference of opinion as to what the public interest is in a particular instance. In this case, the city of St. Thomas, after openly and legally consulting the people—the public in that locality—has applied to the Board for permission to construct its street railway across the Michigan Central railway, at grade, on one of its streets, claiming the right to make such crossing on the ground of public interest and convenience, while the Michigan Central Railway Company and certain petitioners allege that the public using the streets of St. Thomas would not be benefited financially or in any other way by the proposed crossing; so the Board has to weigh the evidence and arguments for and against.

Whether or not the crossing in question would prove financially helpful to the St. Thomas street railway is a matter of opinion. The affirmative opinion of the city was formed, not hurriedly, but after consultation and apparently due consideration by the people and their official representatives; and, for that reason, I feel myself in duty bound to consider it at least as likely to be correct as the opinion of any other of the parties interested in the case. It is no doubt true that the street cars would sometimes be held up by the passing of long Michigan Central freight trains over the William street crossing, as vehicular and pedestrian traffic is now held at that point, for, say, five minutes at a time; but such interruptions are not regular but occasional, whereas the delays caused by running round the loop are constant, affecting every trip made by the Electric railway.

It was suggested that a subway might be constructed under the Michigan Central railway tracks on William street; but the cost of that method of crossing would, I think, be prohibitive, on account of the position of Centre street, which, as stated above, is parallel to the Michigan Central railway and so close that it would add directly to the cost of the subway, and would involve land damages east and west of the crossing, in addition to the damages on William street. I think, therefore, that the idea of a subway at that point may as well be abandoned for the present at least; but it happens that all Michigan Central Railway trains pass through St. Thomas under strict control and at a comparatively low rate of speed; so, with derails on the street railway and home and distant signals on the steam railway, all properly connected with the block system of the latter and operated by the street railway, it would be practically impossible for an accident to occur at the crossing.

Therefore, in view of the evidence, arguments, and circumstances, including the fact that William street is already open across the Michigan Central and regularly used for vehicular and pedestrian traffic, my opinion is that the city of St. Thomas should be permitted to construct its street railway across the right of way and tracks of the Michigan Central railway on William street in the said city; plans showing the installation and the method of protection to be submitted for approval by the chief engineer of the Board; the long market-shed west of William street and north of the Michigan Central railway to be moved by the city, at its own expense, to the north or west side of the market square, in order to improve the view at the crossings; and the expense of the construction and maintenance of the crossing and the appliances connected therewith to be borne and paid jointly by the city of St. Thomas and the Michigan Central Railway Company, one-half by each, the city being senior as regards the street and junior as regards its railway.

Judgment, Commissioner McLean, October 30, 1912:—

In this matter I expressed an opinion at the hearing that the situation should be looked after by a subway. The ideal solution of the Michigan Central location at St. Thomas would undoubtedly be grade separation throughout. As to the William street crossing I am now satisfied that I did not give sufficient weight to the complication created by the location of Centre street and the additional burden of cost this would add.

I therefore agree in the recommendations of Commissioner Mills without expressing any opinion as to the obligations, if any, arising from the street railway being junior at the proposed point of crossing to the Michigan Central.

Judgment, Chief Commissioner Drayton, January 6, 1913:—

I have had the advantage of reading the considered judgment of Mr. Commissioner Mills in this case. I entirely agree with the general principles which he lays down. Certainly, municipalities have as great a right as railway companies to have granted to them, on their application, level crossings. I would go further and say that their rights, being rights which they exercise as a general thing in the interests of the public and apart from any selfish reason, are higher and should be more readily given effect to than those of the railway companies. My only difficulty here is in the application of the principle. If this present application was being made by an electrical railway company, I would, without hesitation, refuse it on the ground that, with the subways already in existence, it is entirely unnecessary to add to the dangers of the present level crossing by adding to its burden street railway operation.

The facts are very simple and allow of no dispute. Mr. Doherty states that, operating through the subway at Pleasant street, as now constructed, three thousand four hundred feet is travelled in making the loop; while, if the present application is granted, and the railway constructed across the Michigan Central tracks, the distance from point to point is but four hundred feet; so that a saving of three thousand feet in distance when the cars run will be made in the street car system in operating over the grade crossing on William street.

The unit cost of street operation in St. Thomas is not given; but from the evidence I have heard in other matters, it may be said to vary from fourteen to twenty cents per car mile; and placing it at twenty-four cents, which, perhaps, would not be unreasonable in a small system, there would be a saving made of eight cents in each run by each car.

In addition to this there is a further argument made by Mr. Doherty, more or less problematical, that greater earnings can be had from the street car system if the run is made more direct.

If an incorporated company was asking for this crossing merely to get rid of a comparatively short distance of unproductive mileage, with the possibility of increasing its dividends, I am quite convinced that no answer whatever would have to be made to the application. It would be and should be refused.

It is a mistake to think that, simply because there is now a level crossing, there is no objection to the use of that crossing by street carriers. A street car, like a steam railway, has to be operated on a given line. Its operation is always carried on subject not only to the danger of ordinary traffic, but to the added dangers of being unable to change its course, and the possibility—indeed, the almost certainty—of trouble from greasy rails. There is no comparison of the danger to which an individual is subject to in walking over a railway crossing, on the one hand, and that he is exposed to as being a passenger in an electric car crossing it, on the other.

In my view, the application should be refused; but as Mr. Commissioner McLean agrees with Commissioner Mills, the usual order will go for a level crossing, protected with derails, plans of which are to be submitted to the Board's engineer for approval; the cost of the work to be apportioned as in the Edmonton case; that is, the city will pay for its own construction, its own rails and other work, and the diamonds; but the cost of protection, that is, the installation of the interlocking plant, its maintenance and operation, to be borne equally by the city and the railway company.

I perhaps should mention the legal matter raised by Mr. Torrance. Mr. Torrance pointed out that when the Ross street subway was ordered, there was also an application for a subway at William street; that the William street subway was withdrawn as a term to the order under which the Ross street subway was built and that the city is stopped in the present application. As intimated in the argument, in my view, no estoppal whatever was created. The action taken was the action of the Board; and the municipality now has the right to make the application under the changed conditions now existing, as it now does, irrespective entirely of anything which happened in connection with the Ross street subway.

ST. JOHN AND QUEBEC RAILWAY CROSSING CANADIAN PACIFIC RAILWAY NORTH OF McADAM JUNCTION.

APPLICATION of the St. John and Quebec Railway Company, under sections 227 and 229, for authority to erect, maintain, and operate a crossing over the Canadian Pacific railway at a point between the 49th and 50th miles, north of McAdam Junction, on the north section of the Atlantic division of said railway, and to allow of the St. John and Quebec Railway to connect its tracks temporarily with those of the Canadian Pacific railway near stations 2006 and 2593 (C.P.R. location) for the interchange or transfer of traffic.

Oral judgment delivered by Chief Commissioner Drayton at the close of the hearing, October 29, 1912:—

An order will go granting the application in this case. In crossing the right of way of another steam railway the company that is building an over-crossing has the onus thrown on it of putting its abutments in such a position that a double track can be built by the senior line. Sometimes the extra space is not used, as the junior line occasionally takes chances, allowing for only one track. But it is always understood that, if the senior company requires it, the junior company will, at its own expense, provide room for a double track, whenever it is required, in order that the senior company can utilize its own right of way.

Mr. Thompson, I presume you know what your company proposes to do. I should think that it would be better to leave sufficient room now.

Mr. THOMPSON.—I would take this exception to that, sir. If they build another line, they will cut out this heavy grade to Debec Junction, and the other line will be lower.

The CHIEF COMMISSIONER.—So you will be at no risk.

Mr. BEATTY.—It is only the line on our original right of way that the Chairman is referring to.

Mr. Leonard.—Only the property covered by the right of way you cross over.

The Chief Commissioner.—You have always to give the senior company two tracks on its own right of way, if it wants them.

Mr. Grimmer.—I do not think the C.P.R. has room here.

The Chief Commissioner.—The order will be made on the usual terms. Anything further?

Mr. Thompson.—We want to make two temporary connections for construction purposes.

Mr. Leonard.—The application is for a temporary connection only.

Mr. Beatty.—You mean for the interchange of construction material?

Mr. Thompson.—Yes, it can be only for that.

The Chief Commissioner.—There can be no objection to that; but the connection will have to be made according to the grades; the applicant will have to work to C.P.R. grades.

Mr. Thompson.—The grades are satisfactory, are they?

Mr. Beatty.—What do those grades show?

The Chief Commissioner.—Mr. Thompson says he does not propose to interfere with your grades.

Mr. Leonard.—But their grades running down to us may be too steep.

The Chief Commissioner.—What approach can you get?

Mr. Thompson.—Level for 1,000 feet south and for 600 feet north.

The Chief Commissioner.—Then, the order will go for the temporary connections, for construction purposes. The plans to be submitted to the C.P.R. before the work is done.

Mr. Leonard.—And if necessary to have switchmen there, they are to stand the expense?

The Chief Commissioner.—If our engineer thinks that is necessary.

Mr. Leonard.—It is breaking the main line between stations.

The Chief Commissioner.—Quite so.

Commissioners Mills and Goodeve concurred.

Order made, granting application.

CANADIAN NORTHERN LOCATION THROUGH NORTH BAY.

The facts are fully set forth in the judgment.

Judgment, Assistant Chief Commissioner Scott, October 30, 1912:—

By its application dated 28th March last the Railway Company seeks the approval of the Board to the location of its railway through the town of North Bay. Several objections were raised by the Board from individual landowners affected by the proposed location, and a sitting was held at North Bay on the 14th June last when all parties were heard at considerable length. While the location of the railway as shown on the plan would have some beneficial features about it, such as reasonable proximity to the business portion of the town and separation of grades at a number of highway crossings, still it was realized by the Board that considerable damage would be done to some interests if the location applied for was approved.

The Board, after the hearing, sent its engineer to North Bay to see if a suitable location farther northeast than that applied for by the railway company could not be found which would reasonably serve the town; and, after going into the matter thoroughly on the ground, our engineer reported that it was impracticable. The Board then endeavoured to bring about an arrangement whereby the Canadian Northern should have running rights over the tracks of the Canadian Pacific railway through North Bay and thus avoid the cutting up of the town by the tracks of the Canadian Northern, as would be done were its location plans approved of.

A special sitting was held at Ottawa on the 22nd August last at which both companies were represented, to see if the suggestion of the Board that some arrangement for the use of the Canadian Pacific Railway Company's tracks by the Canadian Northern could not be arrived at; but, after hearing both companies the Board came to the conclusion that that scheme was impracticable. Considerable delay to the Canadian Northern Railway Company has necessarily occurred in this matter by our endeavouring to find the best way for that company to reach North Bay with its tracks and still do the least inconvenience possible to the residents of that municipality. It is recognized by all that whatever inconvenience there may be, and of course there is always more or less inconvenience to individual landowners in the location of a railway, the advent of the Canadian Northern to North Bay will be of very substantial benefit to it.

Bearing all this in mind, therefore, the Board has come to the conclusion that with some slight modifications, the application of the railway company for the approval of its location plan should be granted, and the parties should be left to their rights for damages for land taken or injuriously affected, under the Railway Act.

One of the chief objectors to the location as asked by the railway company is His Lordship Bishop Scollard, the Bishop of Sault Ste. Marie. Prior to the location of the railway he was instrumental in the securing of a block of land on the east side of Third avenue, between John and Metcalfe streets, for school and other purposes. I think that the contention of His Lordship that the block in question will be materially injured, for the purposes for which it was acquired, is well founded. It appears that originally the intention of the railway company, was to run its line through the western portion of the block, but that subsequently a deviation was made so that the railway would pass just west of the property in question without taking any portion of it, and I am told by one of the Board's engineers that this deviation will be more expensive to the railway company than the original location through the block in question. Under these circumstances, it appears to me a fairer arrangement would be for the railway company to adopt its original location through the block in question and thereby render itself liable under the Railway Act to compensate the landowner for the injury done, and I think the plan should be amended accordingly.

Another piece of property held for educational purpose which may also be injured is the property on the west side of Klock avenue and north of Jane street, which is known as the high school property. As the line of the railway as shown on its location plan crosses through the northern portion of this property, the high school authorities will have a right to compensation, if any, under the provisions of the Railway Act.

A handsome Normal School has recently been built in North Bay by the Ontario Government and it was contended that the noise from the operation of the trains, particularly if a station was established in the neighbourhood of the Normal school, would be of considerable inconvenience to the teachers and pupils in that institution. It has been suggested that some limitation be made in the order approving of the location of the railway with regard to the use of the proposed station so that the inconvenience caused by the noise would be minimized as much as possible. It is always open to the Board to make regulations respecting the operation of trains and the movement of traffic in and about a railway station.

In this case our chief engineer suggests that the proposed railway station be used only for local business, and that there be no shunting or making up of trains in the company's yard at that point. In order to be more definite we may say that no shunting or making up of trains is to take place on the line approved between Front street and Fisher street. This includes an area of three blocks each way from the Normal School, and should materially lessen the inconvenience which otherwise would be caused to the occupants of the said school.

It may also be well to note, before finally disposing of this matter, that both the Municipal Council and the Board of Trade of North Bay are in favour of granting the application of the railway company.

I therefore think that an order may go approving of the plans with the modification which I have suggested.

Commissioner Mills concurred.

CANADIAN NORTHERN CUT-OFF THROUGH RIVER PARK, WINNIPEG, MAN.

The facts are fully set forth in the judgment.

Judgment, Assistant Chief Commissioner Scott, October 31, 1912:—

This application of the Canadian Northern Railway Company for permission to construct a cut-off through the city of Winnipeg to connect its Fort Rouge yards with its Eastern yards was first heard at a sitting of the Board in Winnipeg on the 6th of August last. It was again before the Board at Ottawa on the 27th September last, when the evidence of Mr. Tye, an engineer employed by those opposed to the application, was submitted to the Board and further argument of counsel heard.

The object of the cut-off is to enable the railway company to carry its through freight past Winnipeg without having to haul it through its Winnipeg terminals. The Board has been aware for some time that the facilities of the Canadian Northern Railway Company at Winnipeg were insufficient to properly take care of the steadily increasing business which that company has to handle in and through Winnipeg. It is admitted on all sides by every one conversant with railway problems in Winnipeg that the construction of some line of railway, which would carry out the object which the Canadian Northern had in view in making this application, would be of material benefit not only to the shipping public of Winnipeg, but to the people of Canada as a whole. This line if constructed, would be used in assisting to get the wheat from the western provinces to the markets of the East, and if a sample market for grain is established at Winnipeg such railway facilities as will permit of the most expeditious handling of grain traffic at Winnipeg will be necessary.

In his evidence, at the sitting of the Board at Ottawa on the 17th September last, Mr. Tye, the expert engineer called by those who object to the granting of this application, stated:—

> "That the line of the Canadian Northern as run is undoubtedly from the railway standpoint the best line which they could get, and I think I can go further and say that there is an undoubted necessity for a cut-off between these two yards."

The necessity for some cut-off being therefore clearly established, it remains for the Board to determine whether the application of the railway company to build it through River park, as it desires, should be granted, or whether some alternative scheme should be adopted.

At the hearing in Winnipeg much evidence was given showing that the construction of the cut-off on the line asked for would result in materially depreciating the value of adjoining property; but, after going over the route of the proposed line as we did with considerable care after the hearing, I became satisfied that the fears of many of those that had appeared before us were unfounded. I do not suggest that those who gave evidence before us were insincere and were not thoroughly convinced that the results which they feared would be brought about by the construction of the cut-off, but people who have not had much experience of the location of a railway line and who are naturally much concerned if it is to be anywhere near their own property, are apt to become unduly alarmed and over-estimate the detrimental effect which the construction of such a line would have on their property.

Nevertheless, bearing in mind the objections raised, the Board was most anxious before coming to any conclusion in this matter, to endeavour to find the route that would do the least damage and still fairly carry out the object the company had in

view when they decided upon the construction of a cut-off. We therefore instructed our engineer at Winnipeg to make a careful examination to see if some other route would be more desirable. Surveys and reports were made by the engineers representing different interests, and conferences between these engineers were held. The Board has not only had the advantage of a comprehensive report from its engineer in Winnipeg, but it had also a report from its chief engineer and chief traffic officer, who were specially sent to Winnipeg after the Ottawa sitting in September, to go carefully into this matter on the ground. All our officials agreed that, bearing all the circumstances of this case in mind, the line suggested by the railway company is the proper one for the Board to approve of, and from the careful consideration I have given this matter I am also of that opinion.

I may say in passing that, when the suggestion was made that the line should be constructed farther south, passing through what is called "Windsor park," that the Board received many protests from landowners in that section similar in effect to the protests we have received from those who opposed the location desired by the railway company.

Our expert officials have pointed out in their reports to us, many objections to an alternative route farther south. It must also be borne in mind that the railway company owns, or controls, practically all the right of way on the line of the cut-off they desire to construct, whereas if a line farther south were adopted it would mean that the compulsory powers of taking land under the Railway Act would doubtless have to be invoked to acquire most of the land for the line. In such case, the position of the objectors would, I think, be stronger than that of those who object to the Canadian Northern line, because they would be able to say: The railway company seeks to actually take our land; whereas, the position of those opposed to the line applied for is that they fear that if the railway company is given permission to spend its own money on its own land for its own purposes, that the value of their property in the neighbourhood would be impaired. We should also bear in mind any alternative location would necessitate more highway crossings than there would be on the line suggested by the railway company. I agree that the value of some of the adjoining lands may be impaired by the construction of, and operation of trains over, the cut-off. All land owners are subject to the unavoidable risk, that their neighbours in the exercise of their rights may construct some building or carry on some business which will reduce the value of adjacent property. In a case like the present where the overwhelming public interest is in favour of the granting of the application, I cannot see that it is incumbent upon the Board to stop the wheels of progress and development merely because the financial interests of some individual may be prejudiced.

In granting the application of the railway company, which I think should be done, there are some details in the way of the protection of the public at highway crossings, and other matters which should be covered in the order. There should be a subway on the line of Pembina street where it enters River park, if the highway is opened through to the river; and, if not, then a foot subway should be constructed for pedestrians going to the park. A vehicular and pedestrian subway should be put in on St. Mary's road, to be completed our engineer recommends by the 31st July, 1914, in the meantime the company to instal gates for the protection of the public. A foot subway should be constructed opposite to the Glenwood school for the benefit of the children attending the school. An interlocking plant should be installed at the crossing of the Winnipeg electric street railway at the intersection of Pembina street, and gates for the protection of the public should be erected at the crossing of Jubilee avenue.

The policy of the Board is, not to permit the construction of a railway through a cemetery. It is pointed out by our engineer, Mr. Drury, that the line as located by the railway company runs through a part of block 317, part of which property is

used for cemetery purposes. In a communication which the Board has received from the solicitor of the Archbishop of St. Boniface, who has jurisdiction over the cemetery, he states there is no objection to a line being run through block 317 if the cemetery is left undisturbed; and, I concur in the recommendation of our engineer that approval of the location of the line through block 317 be withheld to give the railway company an opportunity of conferring with the cemetery authorities to see if a satisfactory arrangement can be arrived at.

Counsel appeared before the Board at both the sittings at Winnipeg and Ottawa, suggesting that running rights be given to other railways over the cut-off. It is most desirable that the railway companies be made to get together in connection with cross-town lines, such as the one before us, because if at all possible no other cross-town lines should at any future date be authorized by the Board. It was pointed out by counsel for the Canadian Northern Railway Company that no conferences of the railway companies had been held prior to the sitting, and that in fact no application had been made in the regular way to the Canadian Northern on behalf of any other railway company to join them in the undertaking. The Board has power at any time to authorize the use of this line by any other railway company, and I suggest that the matter be left in abeyance to give the railway companies an opportunity of getting together, it being clearly understood that any company at any time may apply to the Board for an order granting running rights to it over the Canadian Northern tracks, in the event of it being unable to arrive at an amicable arrangement with the Canadian Northern.

Commissioner Goodeve concurred.

PARK AVENUE SUBWAY, MONTREAL, P. Q.

APPLICATION of Messrs. Davidson, Wainwright, and Alexander, of Montreal, P.Q., on behalf of Mr. S. O'Shaughnessy, for leave of the Board to a prosecution of the city of Montreal, for the recovery of penalties exceeding the sum of $100, and the issuing of any order and other necessary processes compelling the city of Montreal to carry out the Board's order.

Oral judgment delivered by Chief Commissioner Drayton at the close of the hearing, November 4, 1912:—

In view of the peculiar position in which we find the city, I think we shall have to give it until the first of April, 1913, to commence the work. We are doing this, Judge Laurendeau, because we are placing the fullest confidence in your assurance that the city really intends to go on with the work. So, no penalty will be exacted; but the work must be started on the first of April, and carried forward from that date until it is completed.

There will have to be some proper date fixd for the completion of the work. I should think six months would be sufficient.

Mr. MOUNTAIN: The first of October.

CHIEF COMMISSIONER: The first of October.

Mr. BUTLER: The Board remembers the St. Lawrence Boulevard tunnel, and Mr. Beatty of the Canadian Pacific Railway Company knows something about it; we undertook to have it done in six months, and it took two years.

Mr. MOUNTAIN: That was much heavier.

THE CHIEF COMMISSIONER: Let the work be completed within six months from the first of April, 1913.

Assistant Chief Commissioner Scott, and Commissioners Mills and Goodeve concurred.

Order made, requiring penalties imposed under Board's previous order to be remitted, and that the city commence the work of constructing the subway not later than April 1, 1913, and complete the same by October 1, 1913.

OSHAWA RAILWAY COMPANY CROSSING TRACKS OF TORONTO EASTERN RAILWAY AND CANADIAN NORTHERN RAILWAY COMPANIES IN TOWN OF OSHAWA.

APPLICATION of the Oshawa Railway Company, under sections 222 and 237 for an order approving of branch line from the end of the present track on Bruce street, Oshawa, Ontario; thence over Bruce street and Ritson road to the property of "Bricks, Limited," in said town of Oshawa; also to cross the tracks of the Toronto Eastern railway and the Canadian Northern railway on Ritson road.

Oral Judgment, delivered by Chief Commissioner Drayton, at the close of the hearing, November 5, 1912:—

I do not think the statute of 1895 helps the applicant company, but, as we are going to decide in its favour on another ground, we need not quarrel about the statute.

The Oshawa Railway Company is a local street railway company, which handles both passenger and freight business, and it strikes me that what we have to deal with is really a municipal matter; the municipality itself wants this line built on its own streets; and as it is the only body which primarily has the right to say what shall be done on its streets, the application should be granted, notwithstanding the previous application of the Toronto and Eastern Company.

Then, as to the property owners, it does not appear that they are injured any more than property owners on other streets where the cars run. Everyone is liable to have a street railway in front of his door. It sometimes injures property from a residential standpoint, but it benefits the owner by the convenience it provides for himself and his family. I do not think any damages should be allowed under that head.

COMMISSIONER MCLEAN: So far as this location is concerned, I think that, while I am in a hopeless minority, if you are hauling freight down there, you should be subject to the terms of the statute of 1911, and the railway should be liable in damages to the abutting landowners if their property is injured. I do not see any difference between an electric railway hauling freight on a street and a steam railway. If the property owners are at all damaged, it is not fair to them that, because the town is going to be developed by the extension of the line, the individual landowners should suffer.

THE CHIEF COMMISSIONER: I think we will have to accept Mr. McLean's amendment, if you have no objection to it.

Mr. RATHBUN: There is no objection made to our application on that ground.

THE CHIEF COMMISSIONER: Then, an order will go for the crossing in the usual terms; details to be fixed by the engineer.

Assistant Chief Commissioner Scott and Commissioners McLean and Goodeve concurred.

Order accordingly.

ELEVATION OF RAILWAY TRACKS, NORTH TORONTO.

IN THE MATTER of the application of the Canadian Northern Ontario Railway Company, under sections 158, 159, 237 and 196 of the Railway Act, for the approval of plan showing track elevation of a section to be used jointly by the Canadian Pacific Railway Company and the applicant company from Summerhill avenue to Dovercourt road, in the city of Toronto.

Judgment of Mr. Commissioner Mills, November 7, 1912:—

Bartlett Avenue.—By order No. 16846, approving of a certain plan, the railway companies were allowed to cross Dufferin street at grade, Delaware avenue was closed, Somerset avenue was closed, and Bartlett avenue (750 feet east of Dufferin street and 950 feet west of Dovercourt Road subway) was also closed. But counsel for the city

of Toronto, at a hearing in the said city, on the 26th of September, 1912, applied to the Board for an order varying order No. 16846 so as to secure the maintenance of Bartlett avenue as a grade crossing over the railways as at present, calling attention to the position of this avenue, the traffic on it, the fact that it is asphalted, and especially the fact that, —

> "In the year 1889 an agreement was entered into between the Ontario and Quebec Railway Company (now the C. P. R.) and the Land Security Company, to maintain and keep a crossing over Bartlett avenue so as to connect Bartlett avenue south of the railway with Bartlett avenue north of the railway."

In view of these facts and circumstances, I think the city's application for the maintenance of Bartlett avenue as a grade crossing over the Canadian Pacific and Canadian Northern Ontario lines of railway through North Toronto should be granted.

Ossington Avenue.—Dovercourt road and Shaw street are 1,800 feet apart, and Ossington avenue is between them, 1,200 feet from the former, and 600 feet from the latter. By the above order No. 16846, Ossington avenue was closed, because of the injury which the construction of a subway thereon would likely do the Pease Foundry Company; but it was clearly stated in the judgment that, if circumstances changed, the city would be at liberty to apply for the opening of the avenue. The Pease Foundry property was sold soon afterwards, presumably with a knowledge of the judgment affecting the said avenue, and the city then applied for the opening of the avenue.

Ossington avenue was left open on the plan prepared by our Chief Engineer Mountain for the elevation of the tracks in question; and, at the hearing in September, Mayor Geary, who appeared for the city, stated clearly and strongly, that Ossington avenue is a through street to the north, the widest and most important street in that part of the city, a business street paved and furnished with sidewalks right up to the railway tracks; that there is a fire-hall on the said avenue, a central school, and the street railway; that the street railway runs on the avenue as far north as Bloor street, and the Ontario Railway and Municipal Board recently issued an order that it be extended three miles further north, for the convenience of the people living in that part of the city, adding that the only way it can properly go is up Ossington avenue; that the traffic on the said avenue is rapidly increasing; and that Dupont street, running east and west, south of the railway, has recently been opened and paved as far west as Ossington avenue. Hence, he said, the city could not think of consenting to the closing of Ossington avenue.

Several interested property owners, some of them represented by F. E. Hodgins, K.C., also protested against the closing of the said avenue.

In reply, Mr. Beatty and Mr. MacMurchy, with due courtesy, maintained that the people living along Ossington avenue and for some distance on each side thereof can be properly served by Dovercourt road (1,200 feet west) and Shaw street (600 feet east): that the property sold by the Pease Foundry Company is still required for industrial purposes; and that it would be neither fair nor reasonable to re-open Ossington avenue.

Apart from other considerations, I think that a space of 1,800 feet—over one-third of a mile—without a crossing over a railway, in the heart of a large city, is something which people should not be compelled, or asked, to submit to; and, for this reason, in addition to the reasons given by the city and interested property owners, my opinion is that a subway, giving a 14-foot clear headway, should be constructed under the Canadian Pacific and Canadian Northern Ontario railways on Ossington avenue, on the same terms and conditions as may be imposed in the case of other subways covered by the plan approved of by order No. 16846.

Christie Street.—It having been arranged that, with the consent of the Canadian Northern Railway Company as to the use of a portion of its right of way, a convenient

approach to the entrance on the south side of Clark and Clark's factory, can be made, I think there is no doubt that the headroom on Christie street subway should be 14 feet clear; and I may add that Chief Engineer Mountain is strongly of the same opinion, especially in view of the fact that there is a street car line on Christie street.

Albany Avenue and Huron Street.—It view of the facts and circumstances stated at the different hearings, I do not think that the application for the opening of Huron street and the re-opening of Albany avenue should be granted; but, as the traffic on Albany avenue north of the railways was diverted along Bridgeman avenue, east to Howland avenue and west to Bathurst street, it is manifestly the duty of the Board to see that the diversion is a proper one, clear and unobstructed in both directions; and I therefore think that Bridgeman avenue should be opened and properly graded through to Bathurst street, at the expense of railway companies and others in whose interest Albany avenue was diverted as above.

Commissioner Goodeve concurred.

Order accordingly.

CANADIAN PACIFIC RAILWAY CROSSINGS, FORT WILLIAM, ONT.

APPLICATION of the Canadian Pacific Railway Company, under section 237, for authority to construct four extra tracks across May and Ridgeway streets, in the city of Fort William, Ontario; the portion of the said streets affected by the said crossing of tracks to be closed and replaced by a street diversion on the northwesterly side of said tracks, but without crossing the same.

Oral Judgment delivered by Chief Commissioner Drayton at the close of the hearing, November 8 and 11, 1912:—

It appears that statements made at the hearing as to the width of the highway in front of lot No. 32 were incorrect. The highway at this point was always a full 66 feet in width. The effect of the deviation is to lessen, to an appreciable extent, the highway that the owner of this property now enjoys. It is argued by Mr. Bond, on behalf of the railway company, that the effect of the diversion, as changed by us, namely, the running of the road from one angle to the other of lot 31, has the effect of practically making lot 32 a corner lot.

Mr. BOND: Might I interrupt, Mr. Chairman? The statement that they had 66 feet here depends upon the legal question as to whether or not this highway property line runs straight down this side of May street, or goes as the fence is on the ground. It is only as the fence is on the ground that it is 66 feet. Legally, we contend, it is not.

The CHIEF COMMISSIONER.—That has been there for years and years. We had Mr. Morris's statement as to that.

Mr. BOND.—Would the Board leave that question over?

The CHIEF COMMISSIONER: The Board will not weigh the question of advantage or damage one way or the other; but there is a street closed in effect here, justified under the caption of a deviation; and, of course, it is a deviation in fact.

If this work were done under the Municipal Act, the owner of lot 32 could recover damages by arbitration, less any betterment to the property by the changed conditions. We think he should have damages, if any are done. There should be no arbitration; there is no necessity for costs. The question is a simple one and will be referred to the Assessment Commissioner at Fort William for his valuation and determination without evidence. If he won't do that, we will have to talk with you again. There is no reason why he should not do that, Mr. Bond.

Mr. BOND: If our engineers find that it is feasible to deviate this line so that it will not interfere with the street in front of that man's property, we will have the privilege of coming to see you again?

The CHIEF COMMISSIONER: Yes, to make any change you like.

Order made, Commissioner McLean concurring, granting application, subject to the condition that the C.P.R. convey to the city a certain portion of lot 31, block 4, the city to convey to the company the portions of streets closed.

MIDLAND RAILWAY COMPANY AND CANADIAN PACIFIC RAILWAY COMPANY.

APPLICATION of the Midland Railway Company of Manitoba, and the Winnipeg Trackerage, Limited, under section 227, for an order granting leave to the Midland Railway Company to cross the tracks of a main industrial spur of the Canadian Pacific Railway Company, near Wall street, Winnipeg, Manitoba, with the tracks of an industrial spur leading to the lands of Winnipeg Trackage, Limited.

Oral judgment, delivered by Chief Commissioner Drayton, at the close of the hearing, November 11, 1912:—

The application in this case is, we think, a little premature. While we are not directly governed by section 226 of the Act, on the present application, this being a branch line, yet the principle is the same, which is that such a crossing should be allowed only when it has been shown that there is a reasonable necessity for the construction of the spur in question; and that has not been done; so we must let the matter stand for the present.

Mr. THOMPSON: That is before making an order for a spur?

The CHIEF COMMISSIONER: Exactly. Now, this is the spur which you are building, and just as in the one instance we should be satisfied as to the reasonable necessity of the spur as such, we would be much more satisfied of the reasonable necessity of a grade crossing between railways before we grant it.

Mr. THOMPSON: Industrial tracks.

The CHIEF COMMISSIONER: It is an industrial track which they are working on all the time; and we find congestion there already. The application may be renewed whenever you can show a good reason for the construction of the spur.

Mr. THOMPSON: We have invested a large amount of money there.

Mr. BOND: A real estate investment.

Mr. THOMPSON: It is good hard money. They are not able to go to an industry and say: 'Here is a track.'

The CHIEF COMMISSIONER: If an outlet for an industry is really needed, it will be provided in some way or other; but the mere hope of the establishment of an industry would scarcely warrant us in splitting the tracks of the Canadian Pacific at a point where the company is using four engines constantly.

Mr. THOMPSON: Yes. Until the industries are there, the switching will not be interfered with merely because of this crossing, as we would not be using it. We would like our tracks constructed so that we can go to the public.

COMMISSIONER MCLEAN: There is not only the question of industries established; you have to show they are going to be established.

The CHIEF COMMISSIONER: For example, under the section referred to, it is not to be shown that an industry is actually there, but that an industry will be established if the spur is constructed and the crossing made.

Mr. THOMPSON: Can the application stand?

The CHIEF COMMISSIONER: I can only repeat that our action is without prejudice to your application being renewed at any time. That, I think, leaves you in a safe position.

Mr. Commissioner McLean concurred.

Order refusing application issued.

C.N.R. Fences between Dufresne and St. Ann, Man.

In the matter of the complaint of Frank Yestrom regarding the condition of fences along the right of way of the Canadian Northern Railway Company between Dufresne and St. Ann, Man.

Oral judgment delivered by Chief Commissioner Drayton at the close of the hearing November 11, 1912:—

An order will go for the immediate repair of those fences.

Now, Mr. Yestrom, the company has nothing to do with the gates in question. Those gates are put in for the convenience of farmers, and the farmer is supposed to keep them shut at all times, except when he is going through, and close them after he has gone through. So, those for whom you appear had better close the gates and keep them closed. Please tell them so, and that they may get into trouble if they don't.

Mr. Yestrom: If the company isn't responsible, it isn't worth troubling about fencing. If the gates are open, the cattle get in through them.

The Chief Commissioner: If the gates are kept open—if the farmers neglect them, and let their stock get upon the railway—the company will not be responsible. Here is what the Act says: 'The persons for whose use farm crossings are furnished shall keep the gates on each side of the railway closed when not in use.' It is the farmer who opens those gates and uses them. There is no railway man there. If the farmer opens them, the railway company cannot do anything.

Mr. Yestrom: The railway cannot keep them closed.

The Chief Commissioner: No, but the railway company can and must keep its fences up and in good condition.

Mr. Yestrom: Yes.

The Chief Commissioner: We are going to make them put up their fences.

Mr. Yestrom: Isn't it too bad for me? I lost my crop from hail; now I have got my cow killed; and everything seems just right against me. Now I cannot get anything out of them.

The Chief Commissioner: Do you know how your cow got upon the right of way? If it got on where their fence is down, they will have to pay you for the cow.

Mr. Yestrom: No, there are so many gates open. I would not tell a lie for the sake of getting a few dollars.

The Chief Commissioner: I do not think you would. If you will undertake to see that those gates are kept closed they will help you out.

Mr. Yestrom: Some of those engineers are gentlemen, because on one place one farmer's horse got in and they might have run over and killed the horse. Those engineers went out and pulled the horse out.

The Chief Commissioner: That is first-class.

Mr. Yestrom: It is.

The Chief Commissioner: You get your neighbors to shut those gates.

Mr. Yestrom: I am so much wiser. I can tell a good many farmers instead of paying a lawyer an amount of money to get paid for a cow, and then losing it all, they must keep their gates shut. This will make them far wiser, and me too.

The Chief Commissioner:. They are wise fellows if they just believe what you tell them, Yestrom. I know it will be all right.

Mr. Yestrom: Thank you.

The Chief Commissioner: I am very sorry we cannot bring back your cow.

Mr. Yestrom: I do not think the Canadian Northern will want to pay for it.

Commisioner McLean concurred.

Order made directing the C.N.R. Co. to repair its fences along the right of way between Dufresne and Ste. Ann, Manitoba.

SESSIONAL PAPER No. 20c

McPHILLIPS STREET SUBWAY, WINNEFEG, MAN.

File 2050.

APPLICATION of the city of Winnipeg for permission to the Winnipeg Electric Railway Company to operate its cars by way of the subway under the tracks of the Canadian Pacific Railway Company on McPhillips street, in the city of Winnipeg.

Oral judgment delivered by Chief Commissioner Drayton at the close of the hearing, November 12, 1912:—

McPhillips street seems to be a proper place for a street railway. Tracks apparently have already been laid on it for street railway purposes. It is a public highway of the city of Winnipeg, and the city wants the street cars to run on it. We cannot compel the street railway company to operate; but we can authorize the use of the subway on the street for street railway purposes.

If the Canadian Pacific Railway Company objects, thinking that there may be danger to the superstructure arising from the attachment of electric wires or anything like that, the details of the work will be done under the direction and to the satisfaction of Engineer Drury.

There should be no remuneration to the Canadian Pacific Railway Company; and there will not be any.

Mr. BOND: I presume our rights, if a new subway is required at any time earlier than it otherwise would by reason of the operation of the street railway, will be reserved?

COMMISSIONER McLEAN: You need not worry in this generation.

The CHIEF COMMISSIONER: A heavy lorry run through a subway would do as much harm as a street railway; so we won't get down to such refinements.

Commissioner McLean concurring, order made granting application, in terms of judgment.

EXEMPTION FROM FENCING, GRAND TRUNK PACIFIC RAILWAY COMPANY.

IN THE MATTER of the application of the Grand Trunk Pacific Railway Company and the Grand Trunk Pacific Branch Lines Company, under section 254, subsection 4 of the Railway Act, for an order relieving such companies from erecting and maintaining gates in openings in right-of-way fences provided to give the public ingress to and egress from station reservations on their respective lines.

Judgment, Chief Commissioner Drayton, November 15, 1912:—

It is not open to the Board to lay down any hard and fast or general rules as to the fencing of station grounds. Each station is to be considered having regard to the requirements, not only of the railway company and the station itself, but also those of the neighbourhood which, in some instances, might often require fencing although much objected to by the railway company. In all cases where the railway company desires to obtain exemption from the responsibility of fencing, application must be made in each case under the Act.

Commissioner McLean concurred.

Order made dismissing application.

CROSSING VICTORIA STREET, NORTH BATTLEFORD, BY THE C.N.R.

The town of North Battleford applied, under section 237 of the Railway Act, for an Order directing the Canadian Northern Railway Company to provide and construct a suitable crossing at Victoria street.

After hearing, the Board directed Canadian Northern Railway Company to file plans within thirty days showing a subway at Victoria street, and apportioning

the cost of the work, seventy per cent by the railway company and thirty per cent by the town. The railway company failed to file the plans within the time specified, and upon a further hearing the previous order was amended and the company directed to construct a subway at said Victoria street, at right angles to its tracks, and that pending the construction and completion of the subway the company, at its own expense, appoint and maintain watchmen at the crossing. The order further imposed a penalty for every day the company should be in default in carrying out the terms of the order.

Oral Judgment delivered by Chief Commissioner Drayton at the close of the hearing, November 19, 1912:—

The plan calling for a right-angle subway appears to be suitable for the purpose of eliminating all crossing danger at this point, and it seems to provide a full and sufficient highway for the purposes of the municipality. It accomplishes everything that is in contemplation under the sections of the Act and the objects of the Grade Crossing Fund. Under the circumstances, it is all the Board can reasonably require the railway company to contribute to.

The city's objections to it from the highway standpoint are two: First, the extra distance to be covered; this, apparently, amounts to only 100 feet, and is negligible; secondly, that with the right-angle construction, street cars cannot be operated. The Board's engineer says that is a mistake; and, from my own personal knowledge of street railway operations, I entirely agree with him. These objections, therefore fail.

The municipality, however, desires a straight subway for another reason, *i. e.*, that it may have a straight street, which no doubt would be better from a municipal standpoint; and if the municipality is willing to pay the extra cost involved in straightening it, I see no reason why it should not have the subway straightened.

The Board's engineer will determine the cost of both the right-angle subway and a straightened subway, making careful estimates; and, if the city so desires, the subway will be built straight along Victoria street; the city to pay the extra cost occasioned by the change.

The municipality will, as soon as possible, notify the Board as to which subway it desires constructed.

In case a right-angle subway is constructed, the railway company shall without charge, deed to the municipality for highway purposes, a strip of land sufficient for a street south of the track, parallel with Victoria street.

Concurred in by Mr. Commissioner McLean.

APPLICATION of the municipal corporation of Delta, B.C., for an order reviewing, rescinding, changing, altering or varying an order of the Board made on the application of the Vancouver, Victoria and Eastern Railway and Navigation Company, on August 5, 1907, relating to a portion of the River road in the municipality of Delta, and order of the Board No. 6817, dated March 3, 1909; and for an order compelling the Vancouver, Victoria and Eastern Railway and Navigation Company to make a safe and sufficient road in lieu of that portion of said River road taken by the said railway company for purposes of its railway.

Oral judgment delivered by Chief Commissioner Drayton at the close of the hearing, November 28, 1912:—

The position in this case is one that we cannot very well interfere with. Probably, in the first instance, the order of the late Chief Commissioner went as far as the Board could very well go in aiding the landowners of the municipality in getting something done.

To-day we are not much concerned about the right and payment, because the arbitration was merely as to land damages, and so on; but the genesis of it all, the document which placed the liability on the railway company, is the old order. That order directed the company to build a road to the satisfaction of the municipality. It may be a road that would not have satisfied some other engineers; but, that is not what the responsibility of the railway company was. Its responsibility was, as I have said, to build a road which would be acceptable and certified to by Mr. Cambie.

The municipality had from the 27th October, 1909, as the period of maintenance. That period of maintenance is absolutely confined to three years. If that road was not properly built—and I am assuming, for the purposes of this discussion, that it was not properly built—the municipality had, as I say, three years within which to make an application to the Board under circumstances that would have clothed the Board with authority to deal with the matter without attempting to extend the period of the company's responsibility. No such application was made. It is true that it came very shortly afterwards; but it came too late—after the time when the liability of the company had ceased. Under these circumstances, we are unable to interfere.

Mr. Commissioner McLean concurring, order, refusing application, issued.

MISSION DISTRICT BOARD OF TRADE AND CANADIAN PACIFIC RAILWAY—HORNE AVENUE CROSSING.

COMPLAINT of the Mission District Board of Trade alleging that the level crossing over the tracks of the Canadian Pacific Railway at Mission City, B.C., known as Horne Avenue crossing, is inadequate, and also is blocked by cars for thirty minutes and upwards at a time.

Oral judgment, delivered by Chief Commissioner Drayton, at the close of the hearing, November 28, 1912:—

This is the position: The Board cannot open up highways. The municipality is the body that has the right of opening up highways, as and where it pleases, subject to the directions of the Board when railway property is interfered with. That being the case, all we can do to-day is to say that, if the municipality provides a suitable structure by means of a bridge for carrying a new highway across the tracks, an order for that will go. We do not care what street it is on. That is a matter you will have to fight out before the proper tribunal.

Mr. COWAN: In this particular case, an order could not possibly go, because the reeve of the municipality is speaking of a street which is not within his municipality.

THE CHIEF COMMISSIONER: That is a difficulty we cannot deal with.

Mr. WILSON: Your order simply gives leave to do a certain thing.

THE CHIEF COMMISSIONER: That is all. If you have not the right to do it, you have not the right.

Mr. VERCHERES: The petition shows that the present crossing is not adequate. The petitioners appeal for an overhead crossing, as well as keeping Horne avenue open, and that is outside the municipality; it is an unorganized Government district, so far as we can see; there is a road over the Canadian Pacific tracks, on which road we want the Railway Commission to grant us an overhead bridge.

THE CHIEF COMMISSIONER: You do not know where it is. As I pointed out to you, we cannot do that. The municipality by by-law, makes its highways.

Mr. VERCHERES: We are outside the municipality; it is under the Government.

THE CHIEF COMMISSIONER: Then, it is for the Government to say. We cannot do anything more than that. That is all we can say. Just as soon as the municipality passes a by-law for the building of a bridge at any particular spot, then we see that it is a proper and suitable structure; and, if in the opinion of our engineer, it is, the plan is approved.

In this case, the Government being interested, may possibly contribute towards the cost of the bridge. If not, the whole cost will be upon the municipality, because the proposed road will be a new highway.

REFUSAL OF GREAT NORTHERN RAILWAY COMPANY TO STOP TRAINS AT CRESCENT, B.C.

Messrs. John A. Lee and F. J. Hart & Company, Limited, of New Westminster, British Columbia, complained to the Board of the refusal of the Great Northern Railway Company to stop its trains leaving Vancouver at 4 p.m., at Crescent, British Columbia.

A further complaint was lodged by F. J. Hart & Company that the company did not put in the proper train service as undertaken.

Hearing Vancouver, November 28, 1912.

Oral Judgment delivered by Chief Commissioner Drayton at the close of the hearing:—

What we will do is this: On the first of January, or the day after—if that be New Year's—Mr. MacNeill will send you, Mr. Mayor, and us the copies of his time-table. You will then please make and send to us such representations as you think proper; and, if there is any real issue, we will submit it to the operating officer of the Board. He deals with all such questions; and we will see what can be done for you.

Mr. LEE: Even if the regular train was put on, we should never know when it was coming.

Mr. MACNEILL: If these people would spend some of their surplus energy in getting Customs officers put on, the trains would get through sooner.

Mr. MCQUARRIE: That is not the cause of the delay.

Mr. STILLMAN: There are three points involved. The two that have been spoken of are White Rock and Crescent. Lying between these there is property owned by the Methodist Church. Three years ago they promised it a flag station privilege; but we have had a great deal of difficulty regarding it. To-day we have people living there who have business in the city. For instance, the manager of the Royal Bank, and people of that type, who want to get back and forth, and who want a flag station privilege. If it is not granted they must leave. A doctor was living there and would have remained because of his wife's health; but, there being no flagging privilege, he had to leave, and he decided to go to California. We have been asking the railway company to give us a flag station privilege on one train.

The CHIEF COMMISSIONER: Try to include that in your schedule.

Mr. MACNEILL: These townsites spring up like mushrooms.

Mr. STILLMAN: We have a statement from Lewis J. Hill regarding the suggestion, written a year and a half ago. They have been promising all this time to give us a service.

The CHIEF COMMISSIONER: Will you also send a copy to this gentleman?

Mr. MACNEILL: I will send one to his address; yes, sir.

As a result the company was directed by order dated February 18, 1913, to put into effect a summer time-table to go into operation not later than June 15, and to continue until October 15, in each and every year until further order of the Board.

HASTINGS STREET CROSSING, WESTMINSTER JUNCTION, B.C.

APPLICATION of the corporation of the district of Coquitlam, B.C., under section 237, for an order directing the Canadian Pacific Railway Company to construct a suitable crossing connecting Hastings street with the Dewdney Trunk road at Westminster Junction, B.C.

Oral Judgment delivered by Chief Commissioner Drayton at the close of the hearing, November 28 and 29, 1912:—

We may say that the issue in this case is entirely a phantom; and we have good authority for that statement—the authority of Mr. Lanigan—who at one time pointed out that the Canadian Pacific Railway Company had not time to make paper rates for phantom business.

The issue raised by the different real estate interests is frankly admitted to refer to problematical future interests. It points to future developments which may take place. I dare say that development will take place; but it has not yet taken place. There is as yet no public necessity or interest which justifies the removal of this station from the present site, where it has been serving a certain number of people—comparatively small, it is true, but still serving them—for a number of years. It may be that, in the future, it will be necessary to consider the question.

There is no difference between the two sections, as sections, to warrant a removal of the station, so the real issue is as to whether or not the travelling public are or are not inconvenienced, and will not be inconvenienced when the double track of the Canadian Pacific is in operation at this point, by delays consequent on the shipment and transhipment of fish and other express commodities.

If there is a delay of thirty-five minutes in the through movement and that delay can be materially reduced, the public interest manifestly demands that the Board should sanction such a remedy as will secure the reduction.

I do not know, and we are not able to say to-day, whether that saving of time can or cannot be made. The evidence is conflicting, even from the standpoint of the railway company. There is no doubt in my mind that some saving of time can be effected; but we are not at present in a position to find out what the saving will be, or what is the best layout to bring it about. So what we will do is this: We shall have an inspection made from that standpoint—an inspection which will deal with the matter of actual delays and the necessity for such delays at the present junction—and that inspection will deal also with the proposed rearrangement, keeping in view the public convenience in the saving of time.

There is another matter which will have to be seriously considered in the investigation which we will make, that is, the necessity for the highway which it is proposed to open through the old station ground of the Canadian Pacific railway. That will receive due consideration.

In the meantime, no order will be made as to the change in the site of the station. That station will continue to do business as heretofore, and the matter of a new station will have to stand until we can make the necessary investigations.

TORONTO VIADUCT.—CLEARANCE FOR C.P.R. TRACKS UNDER QUEEN STREET BRIDGE.

Judgment. Assistant Chief Commissioner Scott, December 13, 1912:—

The Canadian Pacific Railway Company has for some time been protesting against the plan of the viaduct showing the approach to that company's tracks from the north-east to the elevated tracks on the Esplanade, where that company's tracks are to join the tracks of the Grand Trunk railway. The Canadian Pacific Railway Company say that the grade of five-tenths of 1 per cent, uncompensated, will prejudice its use of the viaduct. This grade is made necessary if the statutory clearance of 22 feet, 6 inches headroom is to be maintained over the C.P.R. tracks under the Queen street bridge.

I took the matter up on the ground with representatives of the C.P.R., C.N.R., and the city of Toronto, on November 13, and with the assistance of our chief engineer gave the matter careful consideration.

The railway company have a much steeper grade running the other way on its line just north of the Queen Street bridge, but the grade it complains of would affect west-bound trains, whereas the other is against east-bound trains.

There are two objections to granting the company's application for a reduction of this five-tenths of 1 per cent grade. One is, the lessening of the headroom under Queen street, and the other is the practical annihilation of Esplanade avenue which is the only entrance in that section of the portion of the city of Toronto lying between the C.P.R. tracks and the Don river, north of Front street. As the railway company's through freight will pass via North Toronto, it will not come down over the line in question. No freight trains of the C.P.R. would pass under Queen street, except those carrying local freight for or from the southern part of Toronto, and provision could be made for the keeping of men off the top of the cars while they were passing under the Queen Street bridge.

Under these circumstances, I would be prepared to suggest that the Board exercise its powers under the Railway Act and permit a less headroom than 22 feet, 6 inches, under the bridge; but the other objection, that of blocking up Esplanade avenue is far more serious, and one that to my mind outweighs the slight advantages which the improvement in the grades would mean to the railway company. It may be that after the viaduct is constructed and there is further development of the territory adjoining the river Don south of Queen street, other avenues of access would be established which would permit of the closing up of Esplanade avenue; but, at present, no reasonable one has been suggested.

I therefore think that the railway companies should be informed that the Board cannot accede to this request for a reduction in the five-tenths of 1 per cent grade complained of.

Commissioner Mills concurred.

TORONTO VIADUCT.

Assistant Chief Commissioner:—

One of the details of the viaduct scheme left undetermined was the portion of the C.P.R. track crossing Front street and Overend street past the property of the Wm. Davies Company, Limited. On November 13 I visited the *locus in quo* and went over the situation on the ground with representatives of the Davies Company, the city of Toronto, the Canadian Pacific Railway Company, and the Canadian Northern Railway Company. An engineer of the Board accompanied me. After giving the matter careful consideration, I have come to the conclusion that the scheme for grade separation over Overend street and Front street, as shown on a plan prepared by the C.P.R. and dated September 5, 1912, on this file, should be adopted by the Board as the one which will best carry out the scheme of the viaduct and do as little damage as possible to the Wm. Davies Company. In addition to approving of this plan, we should see that a suitable means of approaching the Davies property with fire trucks and big loads is established. The clearance under the viaduct over Overend street is only 10 feet, and it is said that fire-fighting apparatus might not pass under the viaduct at this point. Mill street, which is a couple of streets south of Front street could be utilized as a satisfactory approach to the Davies property, if the road itself were made passable. I think the city should have Mill street paved from Cherry street to Overend street. This is only two blocks; and if the street was put into good shape for that distance, a satisfactory entrance *via* Cherry street and Mill street would be established. I do not say how the city should bring this about. It should be left free to take such steps as it thinks best to bring about the paving, but it should not be part of the viaduct expense.

An order should go approving of the plan and ordering the city to pave the street as described above.

Commissioner Mills concurred.

Ottawa, December 13, 1912.

SESSIONAL PAPER No. 20c

CANADIAN NORTHERN RAILWAY BRIDGE OVER ASSINIBOINE RIVER.

APPLICATION of the municipality of Assiniboia with reference to some difficulty which has arisen over the repair and upkeep of a combined railway and traffic bridge of the Canadian Northern Railway, over the Assiniboine river, immediately west of the city.

Oral judgment delivered by Chief Commissioner Drayton at the close of the hearing, December 16, 1912:—

This is a matter in which the Board, with the material before it, cannot do anything.

The municipalities are, in the first instance, responsible for the care of their highways. They are responsible not only for their maintenance, but they are also responsible in damages for anyone injured by reason of their non-repair. In this particular case, I am not going to say that this highway is in the position of an original highway. I am not going to say anything which might prejudice the municipality in any action or proceeding which it might desire to take.

As a matter of fact, there is that technical point, which can be taken and is open to the municipality to take, that this bridge ends on Canadian Northern Railway property, on both sides of the river; but I am afraid that point is not of much importance to it, because the approach, which forms part of the structure and is necessary to the highway construction in both directions, runs over the municipal highway.

The Board can, however, do nothing, because the matter, as shown by the evidence, is entirely between the provincial authorities and the railway company. The provincial authorities assisted in the building of the structure for the purpose of getting the highway approach for the municipality. That assistance may or may not have covered maintenance. If it did, the fact will be made clear, I have no doubt, by the records of the local Government.

The usual rule, apart from any such record, is that the railway is responsible for railway structures, and the municipality for structures handed over to it for municipal and highway purposes. So the proper party to consult is the head of the Department that made with the railway company the agreement which resulted in the building of the bridge.

Mr. HUNT: I may say, Mr. Chairman, that the municipality of Assiniboia has already an application pending before the municipal commissioner of the province of Manitoba with reference to this bridge, and it seems that the bridge is not legally constructed. That is another question, you see.

The CHIEF COMMISSIONER: Well, it is with the local authority, whether the commissioner or the department; it is really in the hands of the local department, as a structure built on a highway by agreement with the local Government.

CROSSING OF RAILWAYS, YORKTON, SASK.

APPLICATION of the Canadian Northern Saskatchewan Railway Company (Wroxton westerly branch), under section 227 of the Railway Act, for authority to construct its lines and tracks across the lines and tracks of the Grand Trunk Pacific Railway (Canora branch), in the town of Yorkton, Sask.

The Grand Trunk Pacific Branch Lines Company objected to this application on the ground that it required the full use of this property for the purpose of extending its sidings, and to permit the Canadian Northern Saskatchewan Railway Company's crossing, as applied for, would render practically useless that portion of station grounds north of the Canadian Northern line.

Oral judgment, delivered by Chief Commissioner Drayton at the close of the hearing, December 16, 1912:—

An order will go giving effect to the objection raised by the Grand Trunk in this case. It would, I think, be against the interests of both railway companies if this yard were crossed. It would obviously be against the interest of the Grand Trunk Pacific, in that its movements would be hampered; and manifestly against the interest of the Canadian Northern also, because, being the junior road, it would be involved in heavy expense for extra diamonds, with the construction and operation of an interlocking plant.

The crossing will, therefore, be made at the point marked on the plan by Mr. Drury—the point north of the distant signal placed on the Grand Trunk Pacific .

Commissioner McLean concurred.

Order made refusing C.N.S. Ry. Co. application and authorizing the company to construct its tracks across the tracks of the G.T.P.B.L. Co. at a point north of the distant signal placed on the tracks of the Grand Trunk Pacific Branch Lines Co., and requiring the crossing to be protected by an interlocking plant.

STEAM RAILWAY CROSSING ELECTRIC RAILWAY, LETHBRIDGE.

APPLICATION of the city of Lethbridge for an order to have the temporary right of crossing the Canadian Pacific Railway Company's tracks at Westminster street with the lines and tracks of the city electric system, under order No. 16640, dated May 28, 1912, made permanent.

Judgment, Chief Commissioner Drayton, December 20, 1912:—

It is contended, on behalf of the Canadian Pacific Railway Company, that this crossing is particularly dangerous and should not have been installed. The company is probably right. It is situated near the station yards and exposes those using the electric cars to a good deal of danger, undoubtedly. But this objection is not one which comes with very great force from the railway company. The danger now is no greater than when they consented to an order going for a crossing. It is true the railway company urges that its consent was only for temporary use; but under that consent permanent works have been constructed by the municipality, public moneys spent, and doubtless new houses have been built or property acquired in that part of the city across the tracks by individuals relying on the street car service.

No order will be made at present extending the time for the operation of the electric line across the tracks. The time allowed by the Board does not expire until the 28th day of May of next year. In the meantime the city and railway engineers will consider (as they have promised me) a proper solution of the difficulties at the point in question.

It should be understood by all parties that unless there is elimination of grade or a change in the street car location, a proper system of derails, set against the electric line, will have to be installed.

The Canadian Pacific Railway Company's engineers, in dealing with the question, should also bear in mind that, while the electric railway crossing was only for the year, the highway crossing itself is permanent, with a good deal of traffic over it, and is at a dangerous point, as shown by the claims of the railway company itself.

Commissioner McLean concurred.

ST. JOHN AND QUEBEC RAILWAY COMPANY AND CANADIAN PACIFIC RAILWAY COMPANY.

The facts are fully set forth in the judgment.

Judgment, Chief Commissioner, December 31, 1912:—

This is an application made by the St. John and Quebec Railway Company for an order allowing that company to connect its tracks with those of the Canadian Pacific Railway at two points indicated on a plan submitted for consideration, and permitting

it and its lessees to operate their trains over the tracks of the Canadian Pacific railway between the points at which the connections are sought to be made, a distance of some 1·91 miles; to rearrange the Canadian Pacific Railway Company's switching spur track so as to place it south of the line of the applicant company, to construct and operate switches from the tracks of the Canadian Pacific Railway Company at the points shown on the plan, to remove the Canadian Pacific Railway Company's spur connection between Victoria Mills and the Canadian Pacific Railway Company's main line, and arrange for a relocation of the spur so as to connect with the tracks of the applicant company, and authorizing the Canadian Pacific Railway to operate its switching engines between certain points, subject to the rules and orders of the applicant company.

The Board, owing to the question of jurisdiction, does not deal specifically with the merits of the application under its various headings. In some instances, the applicant company is asking too much, particularly when it seeks to place itself in the position of a senior instead of a junior road, but, on the larger issue, that is, as to whether or not running rights should be obtained over the Canadian Pacific Railway Company's tracks by the St. John and Quebec Railway Company, either on the existing lines or on double tracks, the request is reasonable.

An engineer of the Board took the matter up personally with the engineers of the different companies, and the applicant company is, as stated by its engineer, willing to double-track the Canadian Pacific Railway from Fredericton station to Victoria, and to give the Canadian Pacific Railway Company control of the operation of both tracks. This solution of the difficulty would not, in my view, be at all unfair to the Canadian Pacific Railway Company. It is in the public interest, and I think an appropriate order might be made were the applicant company subject to the jurisdiction of the Board.

I have carefully considered the memorandum which has been submitted by the Honourable the Attorney General of the province of New Brunswick, in which he seeks to distinguish between this case and that dealt with by the late Chief Commissioner, the Honourable Mr. Justice Killam, in his judgment in the case of the Preston and Berlin Street Railway Company *vs.* the Grand Trunk Railway Company, 6 Canadian Railway Cases, page 142.

As I read it, the Act of 1903, section 137, which allows one company to use the lines and appliances of another, subject to the approval of the Board, can be construed only as the learned Chief Commisioner construed it; the effect, of course, being that the benefits of the provisions of the section can be extended only to railways within the authority of this Board; that is, one authorized by the Dominion Parliament, or declared by that Parliament to be a work for the general advantage of Canada.

By the Act of 1906, the old section 137 is revised; and the rights that one company may acquire over the tracks, etc., of another company are more clearly defined in section 176. The benefits of the section are not, however, extended to provincial railways.

The Honourable the Attorney-General refers to statute 1-2 George V, 1911, chapter 11, and statute 2 George V, 1912, chapter 49, as placing the railway under the jurisdiction of the Board and enabling the Board to make the order asked for. I have carefully considered both Acts, and I am unable to admit the validity of the argument. The first Act merely authorizes the lease of the railway when completed, with its appurtenances, and its operations as part of the Government Railway System of Canada for a period of ninety-nine years. There is nothing in the Act either which directly or indirectly places the railway under the jurisdiction of the Board, or renders it subject to the provisions of the Dominion Railway Act. As a matter of fact, the railway is not being constructed under the provisions of that Act. Section 2 merely enables the directors of any railway company within the legislative authority of the Dominion to enter into the contract; and, there being no such company, this section does not in any way support the contention of the applicant company.

The second Act referred to does not, in my view, place the railway under the jurisdiction of the Board. It is an Act providing for a subsidy to this railway; it

does not provide in any way for its construction, or give the company the right to take advantage of the construction sections of the Railway Act. It does, however, provide that the rates and tolls charged by the company in respect of the structures subsidized, shall be approved by the Governor in Council. This, in my view, goes no further than the usual provisions to be found in Acts granting subsidies to local companies, which have never been, in the past, construed as divesting those companies of their character as provincial undertakings. The provision, indeed, does not go so far as subsection 3 of section 258 of the Railway Act, which provides that every railway subsidized by the Dominion shall provide and maintain stations, furnish facilities, etc., as designated and defined by the Board. The effect of this provision, however, is yet to be held as creating a general Dominion jurisdiction.

The fact also adverted to by the applicant company, that this railway is to be operated as part of the Intercolonial does not aid the applicant company, because Government railways are expressly excluded from the application of the Act.

In my view, the object aimed at can perhaps be accomplished under the legislation of 1911, amending section 228 of the Act. Under this, with proper provincial legislation, while it is not at all clear that the application as made would be within the jurisdiction of the different Boards, yet it is manifest that, a physical connection between the systems being made, regulations may be provided for the safe and proper transfer of engines and equipment, and for the reasonable forwarding and delivery of traffics, which will probably be sufficient for the purposes of the applicant company.

Commissioners Mills and Goodeve concurred.

Order made, refusing the application.

COW OF P. CHERBO, KILLED ON LINE OF C.P.R. AT SIRDAR, B.C.

COMPLAINT of P.Cherbo, of Sirdar, B.C., relative to his receiving no settlement for cow killed through lack of fences on the line of the C.P.R. in that vicinity.

Mr. Commissioner Goodeve:—

I think an amending order to order No. 16136 should go ordering the fencing of this right of way from mileage 77 to Sirdar, as per Mr. Cherbo's letter of December 19, and that copies of Mr. Cherbo's, Assistant Engineer Kerr's, and Chief Engineer Mountain's letters should be forwarded to the Canadian Pacific Railway Company.

Judgment, Chief Commissioner Drayton, January 2, 1913:—

The order relied on by the company is not a temporary order, but was in full effect at the time the complainant's cow was killed. There was therefore no duty to fence on the part of the railway company, and consequently no liability upon the part of the company for the loss of the cow.

In my view, no further orders of this kind should issue without a qualification that the effect of the order shall cease just as soon as any settlement takes place, and fencing becomes necessary.

The complainant does not state when he took up his property, and I am assuming that this happened since the 15th of March, 1912, as this accident shows, to some extent, that the order never should have been made if the complainant and his stock were already in the neighbourhood. The Board only has the right to excuse fencing when fences are unnecessary.

Mr. Kerr, the Board's assistant engineer, reports that, in a case where land is liable to be taken up on either side of the railway, the engineers in charge of these divisions have verbally agreed, when fencing is necessary or when land is taken up, that they will have the right of way fenced. Such an understanding is not operative. In the present case I think that, apparently, the fencing of the railway company's right of way from mileage 77 to Sirdar should be made; but no order can very well go until the Canadian Pacific Railway Company has been asked to show cause.

The secretary will forward copies of letters as indicated in Mr. Goodeve's memorandum.

The Assistant Chief Commissioner and Commissioners Mills, McLean, and Goodeve concurred.

Amending order accordingly.

RAILWAY CROSSING.

APPLICATION, Abbotsford Timber and Trading Company, Limited, for permission to cross the tracks of the Vancouver, Victoria and Eastern Railway and Navigation Company, in section 20, township 16, east of the coast meridian.

The facts are fully set out in the judgment.

Judgment, Chief Commissioner Drayton. January 3, 1913:—

This is an application made by the Abbotsford Timber Trading Company, Limited, for permission to cross the tracks of the Vancouver, Victoria and Eastern Railway and Navigation Company with their logging track in the centre of section 20 township 16, E.C.M.

At the hearing, Mr. Reid, who appeared for the applicant company, stated that an arrangement had been made for an order to go providing for a crossing either at level, with interlocking plant, or by an overhead crossing, at the applicant company's choice, choice to be signified within thirty days.

Mr. MacNeill, on behalf of the railway company, stated that the arrangement was subject to the approval of the Board, and if the Board thought the crossing should be an overhead one, the railway company would build it. Mr. Reid stated that his company would prefer an overhead crossing, if one would be feasible.

An engineer of the Board has looked into the matter and finds that a short disance from the proposed crossing, and in the direction of Abbotsford, an overhead crossing can be obtained, with easy approaches; and at the same time points out that the applicant company has bought a right of way costing about $800 and has alrady done grading at a cost of about three thousand dollars for a level crossing.

In view of the work already done, and only for that reason, the engineer recommends that the applicant company be permitted to cross by means of a level crossing, with safety devices, or to change its location so that it can cross on a high level at a point about fifteen hundred feet nearer Abbotsford.

The engineer's report also points out that the applicant company is a large concern; that the cut this year will amount to eighteen million feet; and that they have now enough timber to keep running at this rate for twenty years. The proposed crossing is one which is, therefore, of a permanent nature, and must be so considered.

The applicant company had no right to commence grading operations for a level crossing; their action was entirely at their own risk, and cannot, in anyway, control what should be done and the disposition of the matter in the interest of public safety.

I am further of the view that it is not at all clear but that the overhead crossing even to-day, will, in the long run, prove very little, if at all, more expensive than the level crossing. A level crossing would have to be protected by a whole interlocker, instead of a half-interlocker which means the engagement of men night and day, with some risk, as is inevitable in all such cases, to the public.

Under the circumstances, my view is that the application for a crossing at the location now asked should be refused, and the applicant company directed to submit a plan showing an overhead crossing of the Vancouver, Victoria and Eastern Railway and Navigation Company at a point fifteen hundred feet nearer Abbotsford, as suggested by the Board's engineer, Mr. Kerr.

Commissioner McLean concurred.

SPUR OF GREAT NORTHERN RAILWAY FOR DELTA SHINGLE COMPANY.

APPLICATION of the Delta Shingle Company, Limited, for an order, under section 226 of the Railway Act, requiring the Great Northern Railway Company to construct a spur to serve the applicant company's mill near Townsend station, B.C.

Judgment, Chief Commissioner Drayton, January 4, 1913:—

The application has been opposed by the railway company on the ground that the spur would be placed on a curve and is on the main line, and that there is already a siding where the applicant company now actually load into cars, a distance of 3,200 feet from its industry.

For some time past the applicant company has had convenient car accommodation on the passing track. The railway company subsequently desired to keep the passing track open, and refused to allow the former practice to continue. The applicant company, at the hearing, was willing that a switch should be laid from a point on the straight track, so as to obviate any danger. The Board's engineer has, since the hearing, inspected the location, and recommends that a spur should be constructed to be taken off the main line at station 314·59, the point of frog to be placed at station 315.44, or 100 feet from the point of curve, the spur to be carried along parallel to the main line on a 29-foot centre; the nature of the spur to correspond with the change in the main line at station 320·44.

The construction of the spur is not, in the view of our engineer, dangerous, and the curve, which was spoken of by the railway company, is extremely easy, being stated by the representative of the railway company to be 3.30.

There does not appear to be any reason why the application should not be granted, and a spur constructed as described by the engineer.

The engineer's estimate of the cost of the spur amounts to $1,222.50, which amount will be deposited by the applicant company in a chartered bank under the usual terms, and the appropriate order, under section 226, will be made.

Commissioner McLean concurred.

MUNICIPALITY OF ENTWISTLE AND GRAND TRUNK RAILWAY.

The municipality complained to the Board of the great inconvenience and serious loss it was sustaining by reasons of conditions at Entwistle, and the failure of the Grand Trunk Railway Company to provide accommodation and facilities at that point, and asked the Board to modify its order relieving the company from stopping its trains at the King street crossing.:

Judgment Chief Commissioner Drayton, January 6, 1913:—

An application was made by Mr. Reid, on behalf of the municipality of Entwistle, and heard at the Board's recent sittings in Edmonton.

Mr. Reid, while objecting generally to the orders that have been already made, was particularly anxious that the company should be compelled to discharge freight addressed to Entwistle at the King street siding.

It developed at the hearing that freight is now being loaded and unloaded for Messrs. Hyslop and Goodridge, sawmill owners, near the King street crossing, at a point convenient to be used for such purposes by the merchants of the municipality generally. It also developed that trains were stopped to the west of the river at another siding. The railway company took the position that these sidings were private sidings, and that the companies interested in them would object to their use by the people of Entwistle generally.

It seemed to me manifestly absurd for a station and freight facilities to be denied to the public generally on the ground of danger at King street, and to be extended to these companies; and my view was that the railway company should be

compelled to stop and spot cars, where required by the merchants of Entwistle, at the King street siding, which is not, so far as the records of the Board show, a private siding, but one constructed on the railway company's property. Personally, I can see no more danger in handling the business of the merchants at this point than looking after the business of those the railway company is willing to take.

After the hearing, the Board's chief operating officer, Mr. Nixon, personally went to Entwistle, with a view of arranging, if possible, for the town's freight generally to be looked after at the King Street siding. He reports that this siding has been put in for the temporary accommodation of the Hyslop mill; and that, after the line has been constructed through, and fast trains are being moved, the former general manager of the company, Mr. Chamberlain, advised him that the siding would have to be removed. Mr. Nixon reports that the locating of the siding is one which is, in his view, unsafe from an operating standpoint. Under these circumstances, I cannot make the order I intended.

Some of the difficulties which the people of Entwistle now labour under will be removed by the establishment of a regular agent at their station. The officials of the railway company have agreed to place a regular agent there at once.

No order can be made on the present application. The railway company must understand that the road which they have constructed under the direction of the late Chief Commissioner was to be properly constructed for permanent use. It may be that, during the period the company had the road closed trains were still being stopped at King street.

In view of the allegations made at the hearing as to the road being closed and unfit for traffic, a further inspection will have to be made by an engineer of the Board after the frost is out of the ground next spring.

Commissioner McLean concurred.

LOCATION OF C. N. R. TOWNSHIPS OF NORTH AND SOUTH ORILLIA.

APPLICATION Canadian Northern Railway Company for approval of location from south limit of Concession road, between concessions 5 and 6, township of South Orillia, to mileage 22·04, township of North Orillia.

The facts are fully set out in the judgment.

Judgment, Chief Commissioner Drayton, January 17, 1913:—

This is an application of the Canadian Northern Railway Company for approval of location from the south limit of Concession road, between concessions 5 and 6, township of South Orillia, to mileage 22·04, in the township of North Orillia.

At the adjourned hearing in Toronto, objections were taken by different property owners, on behalf of themselves and of the municipality, to the Canadian Pacific Railway Company's location. The position taken by the gentleman appearing in opposition to the plan was, shortly, that such a location should be approved as would interfere as little as possible with lake shore property and with the municipal highway. The plan as submitted showed the railway carried across lots three, four and five, in the Sixth concession, owned by Mr. Millichamp. Mr. Hughes and Mr. Lehmann, upon a straight line from the Fifth and Sixth Concession line to the Sixth and Seventh Concession line, the result being a considerable deviation from the Canadian Pacific right of way at this point, and with, as it seems to me, unnecessary damage to the property of the landowners. The railway company was directed to put in a new plan carrying this line immediately alongside of the line of the Canadian Pacific Railway, in the manner in which the landowners at this point desired. From the line between the Sixth and Seventh concessions the line of the Canadian Pacific Railway deviates entirely from the territory to be served by the Canadian Northern railway, the Canadian Pacific railway running in a westerly direction to Port McNicoll. The Can-

adian Northern objective point, on the other hand, being Washago, which lies to the north. It is therefore impossible to re-locate the Canadian Northern from this point in the manner requested. It was represented, however, on behalf of the municipality, that the Canadian Northern railway's right of way should parallel that of the Canadian Pacific, as far, at least, as the crossing of the Muskoka road, which is crossed underneath by the Canadian Pacific railway. The Board's engineers have carefully considered whether or not this could be done, as, if possible, it would be a proper solution of the question. The Board's engineers report that such treatment is impracticable. They state that it would result in not only lengthening the line, but increasing, unnecessarily, the elevation of the railway thirty-seven feet, with a resultant increase in grades from ·2 to ·75. Under these conditions the proposed location cannot be changed.

Objections are also taken, on behalf of the property owners north of the line between the Sixth and Seventh concessions on the ground that their property will be damaged, and the location is too near the lake front, but, as the grades forbid the line being thrown to the west which, after all, would place it on somebody else's property and injure somebody else, the location, as made by the railway company upon the plan as revised, will have to stand.

The property owners are protected, in any event, under the provisions of the Railway Act, so far as loss is concerned.

Commissioners Mills and McLean concurred.

SIDING AGREEMENT BETWEEN C.P.R. CO. AND THE VANCOUVER ICE AND COLD STORAGE CO.

The facts are fully set forth in the judgment.

Judgment, Chief Commissioner Drayton, January 22, 1913:—

In connection with the double tracking of the Canadian Pacific Railway Company's main line from Vancouver to Hammond, an application has been made by the railway company to terminate a siding agreement made with the Vancouver Ice and Cold Storage Company, dated the 1st day of November, 1911.

There is no issue made as to the necessity of a double track, nor is there any room for doubt that, in the interests of traffic, a double track is required.

The storage company, however, strongly resist the application, on the ground that it is impossible for them to carry on their business without the spur, and impossible for them to rearrange their premises so as to get the necessary railway accommodation without very great financial loss; and the storage company makes the proposal that their siding agreement should be allowed to stand, and the location of the new double track be placed on the other side of the company's right-of-way.

In addition to the agreement which the storage company relies on, that company submits that its buildings and layout were constructed on the faith of representations made by Mr. Busteed, an official of the railway, the company's solicitors writing:

> "'"The granting of the siding right was opposed by Mr. Graham and one of the company's engineers; but after a long discussion, Mr. Busteed, to whom the matter was referred by the railway company, gave the parties the assurance that the company would permit the siding to remain to the north of the property above referred to and where the same now runs. On the strength of this assurance and decision of Mr. Busteed, the warehouse of the Vancouver Ice and Cold Storage Company has been erected, extending to the north limit of their lots."

The action referred to in the solicitors' letter is supported by a joint declaration made by Mr. Edward Mahon, Mr. J. J. Logan and Mr. H. E. Ridley, as follows:—

"After a long full discussion, the said F. F. Busteed announced that the present siding would have to remain, and that the railway company would have to make a cut-in just east of Gore avenue to the southerly existing main line track, instead of carrying present siding track past the above-named property on a main line track."

Mr. MacDonald, counsel for the storage company, in his argument, referred to the understanding arrived at, and said that that understanding was crystallized by the siding agreement of the 1st of November, 1911, which is now sought to be cancelled.

It is not seriously disputed by the company that the matter was so dealt with by Mr. Busteed, and the fact is that the storage company did go on and made its improvements in such a manner as to conform to the continuance of the former switching right.

This switching agreement occurs to me to be one which should never have been entered into. It is the usual agreement covering the use of private sidings; but instead of being a private siding, as a matter of fact the track in question so termed consists of a running or service track—at any rate, a track constructed on the company's right of way, subject to the proper and necessary requirements and exigencies of public traffic and not private purposes.

I do not know to what extent this practice has applied in the past; but it seems to me to be indefensible. If a railway company is allowed to give exclusive agreements for siding privileges on its right of way and subject its line to many private switching contracts, the intention of the undertaking could well be delayed, if not defeated, and very improper discrimination in facilities and service practised. I do not think, however, it would be right in a case like this to give the company the benefit of a finding of illegality as to the contract where they themselves are, probably, more to blame than anybody else.

It is clear, however, that the right was not a perpetual right. If that had been the understanding, the agreement which crystallizes it—to use the words of Mr. MacDonald—would not contain the clause that either party should have the right to terminate the agreement, at any time, by leave of the Board, upon giving to the other party the notice the agreement requires. The object of such a clause—as I construe the agreement—is to prevent any selfish, vexatious, or unnecessary use of the powers of cancellation. The whole matter is left in the hands of the Board, and in view of the necessity of a double track in the interests of public traffic, I would have no hesitation in saying that such a condition was proper and sufficient to justify the cancellation.

The business relationship between the storage company and the railway company is close, and I have much confidence in thinking that there will not be difficulty in the parties working out such a rearrangement as will—although at some inconvenience—enable the storage company to continue its shunting operations.

The storage company, however, further relies upon the suggestion made by its engineer, and supported by his evidence, which is that the new track, instead of being placed on the city side of the right of way, should be placed on the side adjoining Burrard inlet; judgment has been delayed for some time so as to enable careful consideration to be given to the question as to whether this is feasible or not; and I may say that, in the first instance, I was of the view that that would be the proper solution of the question.

After, however, a review of the location and full opportunity of considering the different engineering reports that have been made, I am of the opinion that the Board would not be justified in changing the proposed location. Damages will result to property owners no matter on which side the new track is laid. For example, the Canada Fish Company objects just as strenuously to the location proposed by the

storage company as do the storage company to that proposed by the railway company. It may be that the damages will be less if the track is placed on the Burrard inlet side, but that is doubtful, and impossible of determination without the Board going into practically valuation or arbitration proceedings. The necessity for the new track is clear. If the railway company was not willing to undertake the work of double tracking, the business of Vancouver would warrant an order for it as a necessary extension of facilities. I do not think the Board should interfere with the railway company in such a case, more particularly as I think the commerce of Vancouver, in the long run, probably will be better served by placing the track on the city side.

The disposition I have made of the siding agreement does not cover the question of terms and measure of damages which shall be paid to the storage company—the Board should not have to consider this at all under the circumstances of this case, in view of the business relations of the parties interested. There probably must be some give and take on both sides, and I am sure that the railway officials would be slow themselves to place on the storage company the whole cost of the rearrangement of its warehouse.

No order will go for one month in order to allow the parties to agree as to compensation.

Commissioners McLean and Goodeve concurred.

CANADIAN NORTHERN SERVICE, EDAM TO MERVIN, SASK.

COMPLAINT of the Mervin Board of Trade, Mervin, Saskatchewan, *re* delay of the Canadian Northern Railway Company to complete the line of railway from Edam to Mervin.

Judgment, Chief Commissioner Drayton, January 25, 1913:—

Complaint has been made by farmers and others in the vicinity of Mervin, Sask., as to lake and railway facilities at that point.

Mervin is a point on the North Battleford branch of the Canadian Northern railway, some twelve miles north of Edam. The company's route map has been submitted to the Minister of Railways, and has been approved by the Minister from North Battleford to Athabaska Landing, a distance in all of about two hundred and fifty miles. The railway company has submitted to the Board its location plans from North Battleford to a point called Emmaville, a distance from Edam of about twenty-two miles. As a matter of fact, railway construction has been carried only as far as Edam. Complaints state that settlers have gone into the country generally along the line of the proposed route, and that there are farms now under cultivation forty or fifty miles distant from Edam. They further state that at Mervin, the townsite of the Canadian Northern Railway system has been laid out and land sold on the strength of the statement that the steel would be carried to it. Mr. MacLeod, the general manager of the railway company, stated that it was the intention of the company to lay steel to Mervin and that the work would have been done had it not been for the fact that the company was undertaking so much work that some of it had to be left over. There does not seem to be any doubt but that land, to some extent, was sold as the complainants stated, and the map issued by Messrs. Davidson and McRae, general agents of the railway company's lands, shows as a line in operation this branch, not only to Mervin but to a distance of some ten miles north of it, probably intending to show the construction to the point where the Board has approved of the company's plans.

There is no question at all but that the line is most urgently needed; that many of the farmers, who appeared before the Board at Edam, would probably be better off if they had broken no land and attempted to market no wheat under the adverse conditions which they are now suffering from. But the Board can do nothing. The building of these lines is a matter fixed only by the special Act and by agreements made with the

different Governments interested. The Board can do nothing except facilitate the work when asked, and has done everything, in this particular instance, that it can do until the lines are constructed and an application made to open them for traffic. The only reason no action is taken here is entirely owing to lack of jurisdiction. So far as the necessities of the district are concerned, and the position that settlers find themselves in, there is no doubt that the railway should be built, and built at once. So far as the sales of land are concerned, again the Board is without the slightest jurisdiction. As matters stand at present, townsites can be opened by anybody anywhere and lands sold on prophesies of the future, so far as railway development, station location, and other facilities are concerned—or anything else.

In this particular instance, I unreservedly accept Mr. McLeod's explanation as to the facts, and am quite sure that there was no intention of reaping the benefit of a subdivision at Mervin on the assumption of a railway development which was not to take place. In other words, this construction was in contemplation and the work was expected to be done; but, as stated by Mr. MacLeod, owing to weather conditions and shortage of labour, the railway company did not accomplish as much track-laying as anticipated by its officials.

The Provincial Government is interested in the matter and the line is one that it is assisting. The Board has taken the matter up with that Government, and notes of the evidence have been supplied to it. In addition to all this, Mr. McLeod has stated that the line will be built this season. The settlers at Mervin and other parts of this district will have to content themselves with Mr. MacLeod's statement. The Board can make no order, because it has no jurisdiction.

Commissioner MacLean concurred.

CANADIAN NORTHERN RAILWAY COMPANY'S CROSSING HIGHWAY, CONCESSIONS 12 AND 13, TOWNSHIP OF CHISHOLM, ONTARIO.

APPLICATION of the Canadian Northern Railway Company for an order, under section 237 of the Railway Act, granting to the company authority to construct its line of railway across the public road between concessions 12 and 13, township Chisholm, District of Nipissing, Station 114.47, Mile 210.87.

The facts are fully set forth in the judgment.

Judgment, Chief Commissioner Drayton, January 27, 1913:—

It seems to me that at present the best thing to be done is to see what the conditions will be on giving Mr. Belanger's layout a fair trial. The position the township takes as to the growing up of bushes along the proposed clearance in order to keep a proper line of sight is well taken and will be answered by a direction in the order to compel the company to keep these bushes cut.

The diversions suggested by the township do not seem to me to accomplish what is desired by the municipality. The dangerous part of this crossing results from the steep hill to the west. The improvement of the line of vision will enable those travelling east to see the trains on either side a quarter of a mile from the crossing, and at a point where the person travelling the highway is two hundred feet west of the crossing.

The profile shows that the grade is not nearly so steep two hundred feet back as it is between one hundred and two hundred feet, the grade at the two hundred point being such that there should be no difficulty in stopping a loaded vehicle which had approached that point under control.

The fifty-foot hill, which must be made immediately to the west of the crossing, will be of assistance and will render it much more easy for those using the highway to bring their vehicles to a stop.

The proposed township deviations were, as I understand it, to enable a vehicle not under control to turn to either side. The angle at which they run into the concession road is too sharp to enable this to be very well done.

If found necessary, it would be better to make a turnout road giving a right angle turn from the concession road and running either north or south to a dead end. My idea is that this should be a flat road running on the same level as the railway, parallel to it, into which a vehicle not under control, could be turned. The proposed deviations, I think would overturn a vehicle not under control, and would not add much to the safety of the crossing.

Under all these circumstances, I think the plan which Mr. Belanger recommends should be adopted.

Commissioner Mills concurred.

CANADIAN NORTHERN ONTARIO SUBWAY ACROSS PUBLIC ROAD BETWEEN CONCESSIONS B AND 2, TOWNSHIP OF WESTMEATH, COUNTY OF RENFREW.

THE CANADIAN NORTHERN ONTARIO RAILWAY COMPANY applied, under section 237 of the Railway Act, for authority to construct its railway across the public road between concessions B and 2, in the township of Westmeath, county of Renfrew, and province of Ontario. The question was whether the company should be allowed to cross at grade level or should it be required to construct a subway carrying the highway under the railway.

Judgment, Assistant Chief Commissioner Scott, January 28, 1913:—

In this matter I am of the opinion, notwithstanding the views of the engineers, that the railway line should not be permitted to cross the highway on the level, but that the company should be ordered to construct a subway to carry the highway under the railway.

At this point the railway line is shown on the plans to be nine or ten feet over the present grade of the highway. If a level crossing is granted, it would mean this high embankment being constructed across the highway to the inconvenience and detriment of those using the highway for all time to come. It is an important highway in a well-settled agricultural district. It is contended by the municipality, and I think with a good deal of force, that if a level crossing was approved of, those using the highway could not team as heavy loads along the highway as they can to-day, due to the grade that would have to be climbed to get over the crossing. In addition to this, snow would be likely to blow off the crossing in winter time which might result in an accident, causing loss not merely to someone using the highway, but perhaps to occupants of a train on the railway.

It is pointed out by the engineers that the drainage of a subway at this point would be both difficult and costly. This is unfortunate, and it was suggested to the railway company that it might change the location of its line in order to cross the highway at some more convenient point; but the railway company has not suggested a revision in its location, although it has had ample time to do so.

I therefore think that an order should go for separation of grades at this point; the subway to have 14-foot headroom, and be 20 feet wide on the line of the travelled portion of the highway.

Commissioners Mills and Goodeve concurred.

Order in accordance with the terms of the judgment issued.

LOCATION OF C.L.O. AND W. RAILWAY, TOWNSHIP OF CRAMAHE.

COMPLAINT of James Cowie, township of Cramahe, relative to location of C.L.O. and W. railway through his farm on lot 35, concession 1, township of Cramahe.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of the hearing February 5, 1913:—

Our engineer has been to see the property and points out that either a subway should be ordered or the property should be bought. The owner does not want his property south of the track bought. It is pointed out that the barn is on one side of the railway and the house on the other, and that the barn itself is too close to the track. Our engineer, having seen it, says that it would be dangerous there; so that we refuse the application for a subway, but we will order the railway to move the house and the barn both, the house to the north side, and the barn further north from the track to whatever point our engineer, Mr. Simmons, will indicate. He will go on the property, meet the parties, and he will decide where the house and barn are to be moved to by the railway company. It is to be done before any arbitration proceedings are taken.

MR. MACMURCHY: I would ask that the expense be taken into consideration.

THE ASSISTANT CHIEF COMMISSIONER: You can give evidence of all that before the arbitrators.

MR. MACMURCHY: And that we have the liberty to deduct the amount from the compensation, because it is compensation. The expenditure is simply so much money in reduction of damages. The damages are what the company, by the statute, has to pay. We are quite willing to spend the money in any manner the Board may see fit, but we do not want to pay compensation in addition to that, without the expenditure being taken into consideration.

THE ASSISTANT CHIEF COMMISSIONER: The arbitrators, of course, will take into consideration what you have done, the position of affairs before the barn and house were moved, and the position afterwards. It will be for them to decide what they shall do about it.

Mr. MACMURCHY: Then liberty should be given to us to serve a fresh notice.

The ASSISTANT CHIEF COMMISSIONER: Yes, the circumstances will be changed; that is right.

Commissioner Goodeve concurred.

Order made refusing application for a subway, and directing the railway company to move the house and barn, in accordance with the judgment.

LOCATION OF C. L. O. AND W. RAILWAY, TOWNSHIP OF CLARKE, ONT.

APPLICATION of the C.L.O. and W. Railway Company, under section 237 for authority to construct its line of railway at mileage 137.13 (from Glen Tay), across the road allowance between lots 10 and 11, Broken Front concession, township of Clarke, Ont.

Oral Judgment, delivered by Assistant Chief Commissioner Scott at the close of the hearing, February 5, 1913:—

I do not think we could order a subway at this place. You see there are so many much more important highways all over the country where we have to order subways. Our engineer went out and looked at it. He was there on the 6th November, and he says, as will be seen by the plan, there is a fill of about four feet at the crossing. The view of trains from the east would be excellent, while the view of trains from the west will be fairly good. The banks of a cut of nine feet high situated back about a thousand feet west of the crossing will obstruct the view somewhat. Can you cut that bank down, Mr. Ramsay?

Mr. RAMSAY: I do not know; I have not seen it. Perhaps Mr. Simmons can tell us that.

Mr. SIMMONS: It could be, but I do not think it is necessary.

THE ASSISTANT CHIEF COMMISSIONER: A thousand feet is a long way. Well, on those facts we will let the order go as asked.

Commissioner Goodeve concurred.

Order accordingly.

CAMPBELLFORD, LAKE ONTARIO, AND WESTERN RAILWAY CROSSING ROAD ALLOWANCE BETWEEN LOTS 12 AND 13, CONCESSION 1, TOWNSHIP OF MURRAY.

APPLICATION of the C.L.O. and W. Railway Company, under section 237 for authority to construct across road allowance between lots 12 and 13, concession 1, township of Murray, Ontario, at mileage 90.75 (from Glen Tay).

Oral Judgment, delivered by Assistant Chief Commissioner Scott at the close of the hearing, February 5, 1913:—

As far as this is concerned, we will approve a level crossing. We do not feel justified in ordering a subway. There is not sufficient travel on the highway, and there does not appear to be a dangerous crossing. Our engineer went to see it. The view is good. Under all these circumstances, we approve of a level crossing. If at some future time there is more travel on the highway, and the circumstances change, you gentlemen can always come back and ask for a subway.

As far as this drainage business is concerned, we will see that the railways attend to it.

Commissioner Goodeve concurred.

Order, granting application, issued.

YONGE STREET SUBWAY, TORONTO.

APPLICATION of the corporation of the city of Toronto, Ontario, under section 29, for an order rescinding or varying order of the Board No. 16842, dated June 25, 1912, in so far as the said order provides that the subway at Yonge street shall be constructed with a fourteen-foot headway.

The facts are set forth in the judgment.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of the hearing, February 6, 1913.

The Board has since its inception been dealing with the question of grade separation on highway crossings, and the Railway Committee of the Privy Council for years before dealt with the same question, and the policy that has grown up and has been in force for years has been to have a headroom of fourteen feet in the subway. It is recognized that 14 feet is sufficient for trolley cars to pass underneath. The Board has invariably ordered a fourteen-foot headroom, except in some cases where for special reasons, it has permitted headroom of less than fourteen feet. There are several cases of such a nature where the headroom has been less than fourteen feet, but I do not know of any case where it has been more than 14 feet.

We decided some time ago on a separation of grades at Yonge street where the Canadian Pacific Railway's north line crosses the street, and it was decided that the headroom should be 14 feet, and that the grade of the approach should be the standard approach recognized by the Board, that is, 5 per cent. Of course, on the north side the approach is affected by the hill; but on the south side we decided that the approach was to be the usual approach, that is, a five per cent grade approach.

The width of the subways is usually governed by the importance of the highway. In this case, we recognize that Yonge street is, as Mr. Geary says, probably the most important highway in the province. Therefore, we said the subway must be the full width of the street, 66 feet.

After these decisions were arrived at the city made an application to have the five per cent aproach on the south on Yonge street cut down, or flattened out, so that the hump would be cut off and the approach would be on the level. The Board decided to change the plans in accordance with the city's wish, on the condition that the extra cost of the difference between a five per cent approach and a level approach should be borne by the city. The city was given an opportunity to consider that, and it finally

decided to excercise the option we gave it, and have the approach flattened out on the south.

The city now applies to have, instead of a fourteen-foot headroom, an eighteen-foot headroom underneath the structure which is to carry the railway over the highway, and it is pointed out that a certain character of vehicles which would go on that street under the railway would require a greater height than fourteen feet. Bearing that in mind, and bearing in mind the importance of the highway as well, the Board feels disposed to grant the city's request to have the extra four feet headroom provided for, but the Board feels that the cost of the extra work should be borne by the city. If the city wants something extra over and above what we give other cities, we think the city should pay for the cost of the extra work.

The city now, in the plan it puts in, abandons the idea of having the approach on the south flattened out. I think it is wise in doing that, because if it had an eighteen-foot headroom and the approach flattened out, it would mean the cutting down of the street for a considerable distance south of the track, and do a good deal of damage to abutting property on Yonge street. But the city suggests that the grade should be a two and a half per cent grade. That is all right. If the city wants that grade we will approve of it, with this condition, that the city pay the extra cost over and above the cost of a five per cent approach into a fourteen-foot subway, whatever that would amount to.

Then, with regard to the widening of the street, which has come to us to-day for the first time, it was news to everybody except the gentlemen representing the dwellers in the north. We made the subway originally the full width of the street. Now if the city seriously contemplates widening Yonge street after all this work has been decided on, we are not going to stand in their way so far as this subway is concerned; but we think that the city, while it is not in a position to-day to say what it wants to do, should say, within thirty days, what it wants to do with regard to the widening of this subway. If it wants the subway twenty feet wider, making it 86 feet wider, I suppose, than any other subway in Canada, it can have it at its own expense.

All the extra cost of widening over and above the width of 66 feet should be placed upon the city, and the city should say, within thirty days, whether they want that done or not. The city, of course, on passing the necessary by-laws and complying with them, has the right to widen the street; and therefore, if there was not any subway there, it would have the right to take the railway's property to widen the street as the circumstances are to-day.

We propose to hold up the work for thirty days to give the city an opportunity of saying definitely what it wants to do with regard to the widening. There is a certain amount of reciprocity about this holding up, because we know the city is anxious to have works done in other parts of the city which the railways have not done; and, therefore, it is not unfair that the railways should delay work at this point and give the city an opportunity to pass the necessary by-law if it desires to do so.

The widening, we are told—if it is done at all—will be entirely on the west side, so that will not interfere with the railway company's work on the east side. That is determined now. They will build abutments suitable for an 18-foot headroom subway.

Mr. LEONARD: I understand, then that the city has definitely decided to have 18-foot headroom, so we can go ahead and base our plans on that.

The ASSISTANT CHIEF COMMISSIONER: Yes.

Mr. GEARY: The application is for 18-foot headroom, the company to pay the cost. They may change their mind. They will have to pay that. That is all.

Mr. LEONARD: Let me suggest that in their judgment they also definitely decide within thirty days.

Mr. GEARY: As to the whole thing.

Mr. LEONARD: So we will have the whole thing closed up within thirty days.

The ASSISTANT CHIEF COMMISSIONER: We will go back to the original order within thirty days.

Mr. GEARY: There is one other point, Your Honour, in regard to this. There was a term in the order allowing the cutting out of the hump and levelling the approach, under which the railways pay the extra cost of construction of, I forget the amount, but about $16,000 or $17,000. The land damages were to the city, and some $16,000 or $17,000 to the railway company.

The ASSISTANT CHIEF COMMISSIONER: I think there was some arrangement like that.

Mr. MACMURCHY: The order is No. 17390 of the 31st of August. 'The cost of flattening to be paid by the railway companies, the land damages and cost of carrying out the work.'

Mr. GEARY: That is all I said, the cost of flattening to be paid by the company.

Mr. LEONARD: That is all withdrawn now on this application. In fact, Mr. Chairman, if they accept the 18 feet there is only one possible way of doing it, and that is that we go ahead and put down our foundation to permit them at any future time to be named to make it 18 feet, and that we go ahead and make the approaches on the 5 per cent. Then, the apportionment of the damages under the original order can be arrived at when the Board decides it. But you can readily understand—take the very case I mentioned just now of the Dominion Bank, where under the original order the depression opposite them on the street is less than 18 inches, whereas it will be over five feet under the city's plan, and you can never settle how much of that is additional on account of the 18 feet.

Mr. TEMPLE: There is no way of dividing it.

Mr. LEONARD: So the only way is to go ahead and build the subway according to the original order, but provide for the 18-foot headroom. That ought to be a matter of agreement between the parties.

Mr. GEARY: We will let you know definitely in thirty days whether we will retain the levelling order, or this new one.

The city appealed to the Governor General in Council from the said judgment. Appeal still pending.

THE CAMPBELLFORD, LAKE ONTARIO AND WESTERN RY. CO. VS. THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

IN *re* an application of the Campbellford, Lake Ontario and Western Railway Company for authority to cross a wye (Y) on the south side of the tracks of the Grand Trunk Railway in the town of Cobourg, Ontario.

Judgment, Commissioner Mills, February 20, 1912:—

There is no doubt about the granting of the application for authority to cross the wye (Y) in question; the chief engineer of the Board will decide as to the nature and extent of the protection to be provided at the crossing; and, the question regarding seniority or priority in relation to each arm of the wye (Y) having been referred to me, I have examined the correspondence, the files, and the evidence given at the different hearings, and beg to report as follows:—

I find:—

1st.—That on the 16th of June, 1910, the Grand Trunk Railway Company applied to the Board for the approval of a plan of a proposed rearrangement of its tracks and the location of a new passenger station at Cobourg, Ontario; that the said plan shows, in white, the eastern arm of the wye (Y), where it had been for many years; and, in red, a proposed western arm of the wye (Y), one of the changes in the proposed rearrangement of tracks; that on the 27th June, 1910, the said application was heard

in Toronto; that, on the 15th July, 1910, order No. 11273 was issued, approving of "rearrangement of the applicant company's tracks at Cobourg, as shown on the said plan," including the western arm of the wye (Y) in question; and that on the 28th June, 1911, order No. 14111 was issued, approving of the location and detail plans of the company's proposed passenger station and restaurant at Cobourg, Ontario.

(See file No. 14884; and evidence, vol. 109, page 9044.)

2nd.—That on the 18th November, 1911, the said Grand Trunk Railway Company applied to the Board for authority to take certain lands belonging to W. J. Crosson and the estate of the late J. G. Field, the lands being necessary for the construction and operation of the western arm of the wye (Y)—the one approved of on the 15th July, 1910; that, on the 5th December, 1911, the application for the said lands was heard in Ottawa; that Mr. Crosson, whose car works are a short distance south of the Grand Trunk tracks, was present at the hearing; the following statements were made by the parties named therein:—

> "Mr. CROSSON: The Canadian Pacific Railway at the present time is surveying both sides of the road. My shops are laid out east and west. The Grand Trunk came and asked me for the privilege of going through my property. I consented. Since then the survey of the Canadian Pacific is going through and cutting up my shops at three different places. I should like to see this postponed, until we know exactly where the Canadian Pacific is going to locate. I have a shop there and they are bound to go through somewhere. I do not want to put up another shop and have it cut through."
>
> "Mr. BIGGAR: I do not see why we should not have this piece of property to carry out the plan the Board has suggested. This property is required for the purpose of carrying out the rearrangement of tracks the Board proposed some years ago."

and after some discussion it was agreed that the Grand Trunk Railway Company would take up the eastern arm of the wye (Y) in question, and give the land covered by it to Mr. Crosson in exchange for the amount of his land required for the western arm of the wye (Y); and Chief Commissioner Mabee closed the proceedings in the following words:—

> 'Hon. Mr. MABEE: Then, Mr. Biggar, you will have to have a description of this land prepared showing the land—first that which will go in the Order belonging to the Field estate necessary for the purpose; secondly, the description of the land that Mr. Crosson has to convey to you between the Field property and your connection at the west end; and thirdly, the property that you are to convey to Mr. Crosson in exchange.'

(See file No. 18726; and evidence, vol. 138, page 8854.)

3rd.—That Vice-President Kelly having objected to the removal of the eastern arm of the wye (Y), the company appears to have made other arrangements with the two landowners; and Mr. W. H. Biggar, general counsel for the Grand Trunk Railway Company, wrote the Board on the 25th June, 1912, saying:—

> 'We have arranged with Mr. Crosson and the Field estate for the lands required to be taken from them for the purpose of the above connection, and it will therefore not be necessary to obtain an order authorizing us to take their lands, but we would be glad to receive, as soon as possible, the order approving the new location of the connection. This, I presume, we would require under section 167 of the Railway Act.'

and that, on the 26th June, 1912—after the receipt of the above letter—order No. 16397 was issued as follows:—

'Upon the hearing of the application at the sittings of the Board held in the city of Ottawa on the 5th day of December, 1911, in the presence of counsel for the applicant company, Mr. Crosson, one of the landowners affected, appearing in person, and what was alleged; and upon its being represented to the Board that since the hearing the applicant company had arranged with the landowners affected for the purchase of the necessary lands required to be taken—

'It is ordered that the revised location of the applicant company's new track, as shown on the said plan dated May 28, 1912, filed with the Board under file No. 18726, be, and it is hereby, approved.'

(See File No. 18726.)

4th.—That on the 11th July, 1912, Mr. E. W. Beatty, general solicitor for the Canadian Pacific Railway Company, applied to the Board 'for authority to cross the Grand Trunk Railway Company's proposed spur shown in green on the plan at mileage 120 (from Glen Tay) in the town of Cobourg'; and the said plan shows that the so-called spur is the western arm of the wye (Y), dealt with by order No. 11273, on the 15th July, 1910, and Order No. 16897, on the 26th June, 1912, that, on the 3rd December, 1912, the said application was heard in Ottawa; and judgment was reserved for advice from the Board's engineers as to the character of the protection required at the proposed crossing, and to allow the companies to state in writing what further they wished to say on the questions of seniority and the nature of the protection which they thought should be installed.

Mr. Beatty and Mr. Biggar put in written statements of their views, repeating certain facts and arguing from their respective points of view; and the case now stands for final action by the Board.

(See evidence, vol. 166, page 11511; also files No. 14884, No. 18726, and No. 3701·65.

Regarding the question of seniority, the facts are clear, and I think there is no room for doubt as to the conclusion which naturally, and of necessity, follows therefrom.

The plan showing a rearrangement of the G.T.R. tracks, including a western arm to the wye (Y) in question, was unconditionally approved by the Board on the 15th July, 1910 (order No. 11273); and, after the application to take certain lands, it was again approved unconditionally, on the 26th June, 1912 (order No. 16897). The C.P.R. application for authority to cross the said arm was made on the 11th July, 1912; and Mr. Beatty, in his letter dated December 9, 1912, said 'I do not propose to urge that this company is senior at the crossing of the new spur—that is, the one to the west.'

The eastern arm of the said wye (Y) was constructed over thirty years ago; and apparently no one thought of disturbing it till the question was raised during a discussion between the company and Mr. W. J. Crosson regarding the expropriation of some of Mr. Crosson's land for the construction and operation of the western arm, when Mr. Brownlee, for the G.T.R. orally agreed to remove the eastern arm of the wye (Y) and give Mr. Crosson a certain portion of the site occupied by the said eastern arm in exchange for the portion of Mr. Crosson's land required for the western arm. Action by the Board was delayed for a description of the lands to be given and taken in exchange; and, on the 25th June, 1912, Mr. Biggar, for the G.T.R., wrote the Board that Vice-President Kelley had objected to the removal of the said eastern arm, and that the company had "arranged with Mr. Crosson and the Field estate for the lands required to be taken" for the western arm; so the eastern arm of the wye (Y) was not disturbed. The proposal and agreement to remove it was wholly a matter between Mr. Crosson and the company; the agreement was not carried out; another arrangement was made; and the arm in question was not removed.

On this statement of facts, it seems clear that the Grand Trunk Railway is senior as respects both arms of the wye (Y) in question.

SESSIONAL PAPER No. 20c

C.P.R. SIDING NEAR CARBERRY, MAN.

PETITION, farmers in the district of Pheasant Point, near Carberry, Manitoba, that the Canadian Pacific Railway Company construct a siding on their line at that point.

Oral judgment delivered by Chief Commissioner Mabee, at the close of the hearing, March 25, 1912:—

I am afraid in this matter we cannot make any order. It would no doubt be a convenience to these gentlemen to have this siding. It would save them a certain distance in hauling their grain. They are also labouring, apparently under a drawback because of the hilly nature of the country. But there are other features that preponderate. Some six or seven miles apart is generally the limit of stations. That leaves perhaps three or four miles as the farthest anybody has to draw.

If these people could get this siding, they would save two or three miles in drawing out their grain; but if we required one railway company to put in a siding between two stations where sidings would be within three miles or thereabouts of a station, we would have to apply the same principle to all railway companies; and if we granted the request of these gentlemen, we would have to grant the request of others under similar circumstances.

It does not seem to us good practice or good policy. Every break in the main line is an additional danger and an additional liability to accident, and so on. It should not be permitted or required unless for the gravest reasons.

In this case, these gentlemen only have about three miles farther than if they had the siding at this point. It would never do to require companies to put in sidings every three or four miles along their railway line. It would, probably, in the end, bring about greater inconvenience than it would convenience.

We will have to refuse this petition.

FENCING C.N.R., NUTANA, SASK.

COMPLAINT of the municipality of Nutana, Sask., relative to Canadian Northern Railway Company not fencing their right of way through that municipality.

Oral Judgment delivered by Chief Commissioner Mabee at the close of the hearing, March 20, 1912:—

Two or three years ago, upon the complaint of a large number of municipalities in Manitoba and Saskatchewan, and after hearings at a number of cities in those provinces, and after having received complaints innumerable from farmers and settlers whose cattle and horses and stock had been killed upon the railways, where the rights of way were unfenced, we made an order requiring the railway companies to fence the unfenced portions of their rights of way in these provinces on or before a fixed date. The railway companies, or some of them, appealed to the Supreme Court, and the Supreme Court held that we had exceeded our jurisdiction in making a general order of that character, and that we should have confined the order to some specific locality.

Now, we have a complaint here of a specific locality that is unfenced. We all know that this road has been built for many years; that it goes through a thickly settled, highly cultivated, and rich agricultural district; and that it is a section of country through which a railway should have been fenced long ago.

In this case an order will go that the Canadian Northern Railway Company fence all of the unfenced portion of the right of way along the Qu'Appelle, Long Lake and Saskatchewan Railway, between Saskatoon and Regina, on or before the first day of November, 1912; that these fences shall be of the character and description described in the Railway Act, namely, fences of the character that will turn cattle and other animals; and that, for every day's default, if any, after the first day of November,

1912, the company shall be assessed the sum of fifty dollars per day by way of a penalty.

Assistant Chief Commissioner Scott, and Commissioners Mills and Goodeve concurred.

Ordered accordingly.

C.P.R. BRIDGE OVER THUNDER CREEK, SASK.

PETITION of Local Improvement District No. 161, Sask., for an overhead bridge on the highway between ranges 26 and 27, W. 2 M., over the tracks of the C.P.R., carrying such bridge over Thunder creek.

The facts are fully set forth in the judgment.

Oral judgment delivered by ASSISTANT CHIEF COMMISSIONER SCOTT, at the close of the hearing:—

In this matter an application was made by the local improvement district. At that time this highway was the boundary line between the local improvement district and the city. That is, the highway between ranges 26 and 27 west of the 2nd meridian. Since then the city limits have been extended farther west, and this is wholly now within the limits of the city of Moosejaw.

Under these circumstances, we do not think that the local improvement district should be called upon to pay any share of the cost of the bridge on what is now a city street, in the city of Moosejaw. Apparently, it is necessary that the bridge should be built and should be built as shown on this plan submitted by the C.P.R. The only point remaining is to apportion the cost of the work between the parties who are interested. We can give, and will give, twenty per cent of the cost of the total bridge out of the Government fund, that is the Railway Grade Crossing Fund. The contribution cannot exceed $5,000, under the Act, but twenty per cent of the total cost of this would be about $5,000.

We feel that there is something in the contention of the city that they are not concerned with the portion of the bridge which covers the C.P.R. yard. The C.P.R. have through tracks there, and the city, of course, should contribute towards the cost of the portion of the bridge which will go over those tracks, but the C.P.R., for its own purpose, is widening out this yard, and we think that that is not a matter in which the city should be called upon to contribute any portion of the bridge covering the yard.

We therefore think that the contribution of the city, bearing in mind what I have said, towards the work should be $5,000, the balance to be paid by the railway company; that is, twenty per cent of the cost of the whole bridge out of the Railway Crossing Fund, $5,000 from the city of Moosejaw, and the balance to be contributed by the railway company.

The maintenance of the road and the sidewalk on the bridge to be looked after by the city.

Commissioners Mills and Goodeve concurred.

Order accordingly.

CARLOAD RATING ON GRAMOPHONES IN THE CANADIAN CLASSIFICATION.

APPLICATION of the Berliner Gramophone Company, of Montreal, P.Q., for an order directing railway companies to provide a carload rating on and to include gramophones in the musical instrument list of the Canadian classification.

The facts are fully set out in the judgment.

For judgment see page 38.

SESSIONAL PAPER No. 20c

GAS HOUSE COKE RATES OUT OF TORONTO AND HAMILTON.

Heard at Toronto, October 24, 1911.

The facts are fully set out in the judgment.

Judgment, Assistant Chief Commissioner Scott, April 22, 1912:

Complaint has been made to the Board by the Consumers Gas Company, of Toronto, that the rates on gas-house coke from Buffalo to Hamilton, Brantford and Toronto, create an unjust discrimination in favour of Buffalo against Hamilton and Toronto. The following table, showing the mileage, the rates, and the approximate rates per ton per mile between the points in question in this matter, clearly shows substantially lower rates on gas-house coke out of Buffalo than Hamilton or Toronto:

	Mileage.	Present Rates.	Approximate Rates per Ton Per Mile in Cents.
From Buffalo (Black Rock)—			
To Hamilton	66	·50	·7
" Toronto	99	·60	·6
" Brantford	72	·70	1·
From Hamilton—			
To Bridgeburg	66	·90	1·5
" Toronto	39	·70	1·7
" Brantford	25	·60	2·4
From Toronto—			
To Bridgeburg	99	1·90	1·
" Hamilton	39	·70	1·7
" Brantford	60	·90	1·5

The rate of 50 cents to Hamilton and 60 cents to Toronto per net ton of 2,000 pounds on gas-house coke has been in effect for some years. It was pointed out to the railway companies by the Consumers Gas Company of Toronto that these rates unjustly discriminated against Toronto, and in an effort to remedy the condition of affairs the rates out of Buffalo were, in December, 1910, increased by the railway companies to 80 cents to Hamilton and $1 to Toronto.

Complaint was made by Messrs. Thomas Miles & Sons, Limited, of Hamilton, who sell coke, the product of a gas company in Buffalo, that they were practically put out of business by the increase in the rates they had been paying for years on coke from Buffalo.

Their complaint was heard by the Board at a sittings held in Toronto on February 28, 1911, and in a memorandum of the Chief Commissioner, dated March 9, 1911, concurred in by the other members of the Board who heard the complaint, it was decided that the railway companies had not justified the increase in their rates from Buffalo to Hamilton and Toronto, and they were ordered to re-establish the old rates. The order of the Board to that effect was issued on the 14th of March, 1911, and is No. 13,215.

The old order of affairs having been re-established, the Consumers' Gas Company of Toronto then launched the present application to the Board for a reduction of the rates on gas-house coke out of Toronto. The railway companies endeavoured to re-open the whole matter and justify the increase they had made on their Buffalo rates which had been disallowed by the Board, but the Board declined to permit the railway companies to do so.

For the purpose of this case, then, we must take the rates from Buffalo to Hamilton of 50 cents, and to Toronto of 60 cents as being on a settled basis. It is quite clear that the present condition of affairs amounts to an unjust discrimination against Hamilton and Toronto, and as the rates from Buffalo to those points are, as I have said, definitely fixed by the Board, it merely remains for us to readjust the rates out of Hamilton and Toronto so that the unjust discrimination at present existing will be removed.

As will appear from the approximate rates per ton per mile, shown in the table above, there is no definite relation on a per ton per mile basis of one rate to another;

but, taking as an example the 70-cent rate from Buffalo to Brantford for a distance of 72 miles, we find that it is approximately a cent per ton per mile.

If we take that rate from Buffalo to Brantford as an approximate basis and establish a minimum of 50 cents, the following rates may be arrived at:—

		To Hamilton. Cts.	To Toronto. Cts.	To Brantford. Cts.	To Bridgeburg. $ Cts.
From	Hamilton..	..	50	50	50
"	Toronto..	50	..	60	1 50

If these rates were established, the preference in favour of Buffalo would be wiped out. Those at present enjoying the low rates out of Buffalo would continue to have them, and the railway companies would only be putting into effect rates upon a basis they had themselves established, and which, until complaint was made, they were apparently satisfied with. The rates from Buffalo to Toronto of 60 cents and from Toronto to Bridgeburg of $1 are inconsistent; but I do not understand that there is much, if any, movement of coke from Toronto to Bridgeburg, and these rates cannot be brought into line without such a rearrangement of rates that is not warranted under the present circumstances. As the rate from Toronto to Bridgeburg is probably only a paper rate, no one is affected by it.

I therefore suggest that these proposed rates be made effective on the 15th of May next, and that the rates to points west of Toronto, and adjacent to Hamilton or Brantford, be placed in line with them.

It has been said that the rates on coal have heretofore been the same as those on coke. The present case is based on special circumstances, and the rates I now suggest need not be taken as a criterion in the establishment of rates on other commodities in the future to which the special circumstances in this case do not apply.

Chief Commissioner Mabee and Mr. Commissioner McLean concurred.

Order accordingly.

APPLICATION OF CANADIAN PRESS, LIMITED, RE PRESS TELEGRAPH TOLLS.

Heard at the Toronto sittings, May 1, 1912.

The facts are fully set out in the judgment.

For judgment see page 35.

STOP-OFF ARRANGEMENT WITH RESPECT TO CANNED GOODS.

On the Application of the British Canadian Canners, Ltd., the Grand Trunk Railway to show cause why the stop-over arrangement with respect to canned goods, as shown in item 4 of the company's special freight tariff C.R.C. No. E. 2374, applicable west of Toronto only, should not be extended so as to include Bowmanville and Cobourg as stop-over points.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of of the hearing, July 29, 1912:

The railways operating from the Niagara Peninsula westward in Ontario now grant stop-over privileges to the Dominion Canners Company, and, I suppose, to any other company operating there, but chiefly to the Dominion Canners Company; and the application is made by their competitors, the British Canadian Canners, asking for stop-over privileges at two points east of Toronto, that is, at Bowmanville and Cobourg.

The Board is of the opinion that the circumstances to-day amount to an undue preference in favour of the territory west of Toronto to the prejudice of these two points, Bowmanville and Cobourg.

Without deciding on the merits of the question of stop-overs, and without deciding any general principle at all, we are of the opinion that, there being an undue prefer-

ence to-day to the detriment of Bowmanville and Cobourg, the application for stop-over at Bowmanville and Cobourg should be granted.

Mr. DRYDEN: Mr. Chairman, how about other canning factories east of Toronto: would they be included in that?

The ASSISTANT CHIEF COMMISSIONER: The only application before us is for stop-over at these two points. We have granted that.

Commissioners Mills, McLean, and Goodeve concurred.

Order made that stop-over privileges granted by the railway companies operating from the Niagara Peninsula, westward, in the province of Ontario, be granted the applicants at the two points east of Toronto, namely, Bowmanville and Cobourg, in the province of Ontario.

APPLICATION, Fullerton Lumber and Shingle Company, Vancouver, B.C., for an order directing the Great Northern Railway to refund amount alleged to be overcharged by the railway companies on a carload of lumber from Tynehead, B.C., to Winnipeg.

Oral judgment, delivered by Assistant Chief Commissioner Scott, at the close of the hearing, July 28, 1912:

It appears that this carload of lumber in being shipped was described as "common cedar rustic." There is no classification of rustic cedar. The classification says cedar of certain characters and then "not otherwise specified" takes a certain rate. We think the railway company was justified in putting it under the class which is "not otherwise specified" and putting it at the higher rate, that is, the 50-cent rate. It is unfortunate that this mistake has been made by the shipper of the carload, but that is not the railway company's fault. This matter came up last year, and the applicants should know that it should not be coming up constantly. This Board cannot be used as a body to rectify mistakes of this kind. We think the railway company was right in charging at the 50-cent rate, and we cannot give any relief.

The application is refused.

Commissioners Mills and Goodeve concurred.

Order accordingly.

CADWELL SAND AND GRAVEL COMPANY V. GRAND TRUNK RAILWAY COMPANY.

The Cadwell Sand and Gravel Company, Limited, of Windsor, complained of the increased rate on pressed brick from Bradford, Pennslyvania, to Windsor, Ontario, from $1.60 to $2 per ton, and applied for an order directing that the proportion of this 88 cents increase per ton, which accrued to the Grand Trunk Railway as its percentage division of the joint rate of $1.60 per ton, be restored by the Grand Trunk. After hearing, an order in the terms of the application issued, and the railway company was given a certain length of time from the date of the order within which it should become effective.

A later order issued postponing the effective date until such date as the Board, after a rehearing, should determine.

Upon the rehearing, the previous orders were rescinded and the application of the complainants refused.

For judgment see page 44.

TELEPHONE RATES IN THE CITY OF MONTREAL.

The facts are fully set forth in the judgment of Mr. Commissioner McLean.

APPLICATION of the city of Montreal, P.Q., for an order:—

(*a*) Requiring the respondent to abolish its present charges of fifty-five dollars per annum for business telephones, and thirty-five dollars per annum

for residence telephones and to substitute therefor the following tariff, viz., fifty dollars per annum for business telephones and thirty dollars per annum for residence telephones.

(*b*) Requiring the respondent to abolish its extra mileage rates of five dollars for each one-quarter of a mile, or fraction thereof to subscribers whose premises are located within the corporate limits of the city of Montreal as at present constituted, and that the citizens of Montreal to whom the aforesaid extra mileage rates at present applies, or would apply if they became subscribers to the respondents' service, be charged such rates for telephone service as the Board may decide to be equitable.

(*c*) Requiring the respondent to operate its pay stations in such manner as will ensure that no payment be collected from the person using any of the aforesaid pay stations in event of it not being possible to effect a conversation with the person called. File 3574.32.

APPLICATION of the Bell Telephone Company under section 4 of 7-8 Edward VII, chap. 31, for order authorizing an amendment to its schedule or tariff of tolls to be charged in the exchange limits of the city of Montreal, C.R.C. No. 1435, and for cancellation and abolition of the following rates provided in a schedule:—
Initial Blake wall set, business, $50.
Initial Blake wall set, residence, $30.

COMPLAINT of S. J. Thompson, of Cartierville, P.Q., relative to exorbitant rate asked by the Bell Telephone Co. for connection with Montreal, P.Q.

COMPLAINT of the Publishers' Press, Limited, of Montreal, P.Q., alleging inadequate service furnished by the Bell Telephone Co.

COMPLAINT of F. W. Sharpe, Montreal, P.Q., against the additional charge of $5 by the Bell Telephone Company, for the use of long distance telephone receiver.

COMPLAINT of J. Birchenough, Montreal, P.Q., relative to alleged exorbitant charge of the Bell Telephone Co., for connection with his house in St. Denis ward,
For judgment see page 19.

USE OF BAY OF QUINTE RAILWAY'S SIDING BY C.P.R.

IN THE MATTER of the use of the Bay of Quinte Railway Company's Houston siding by the Canadian Pacific Railway Company.

The facts are fully set out in the judgment.
Judgment, Assistant Chief Commissioner Scott, August 16, 1912:—
The application, dated the 8th November last, asks for an order—

"to settle the terms relating to the interchange of traffic between the Bay "of Quinte and the C.P.R. at Tweed, and all arrangements relating thereto, "and to determine and settle the terms upon which the Bay of Quinte Railway "Company shall be at liberty to use the C.P.R. Company's lands for the pur- "poses aforesaid, and to extend the time within which the Bay of Quinte Rail- "way Company shall be obliged to take up and remove its tracks from the "lands of the Canadian Pacific Railway Company under a certain Agreement, "and generally to deal with the existing situation at the locality aforesaid."

When the matter came on for hearing we were informed by counsel for the applicants that most of the points in dispute between the two companies had been settled, but that they desired the Board to determine what conditions should govern the use of the spur into the Houston planing-mill by the Canadian Pacific Railway Company. The applicants are quite willing that the siding should be used by the Canadian Pacific Railway Company, but desire that it should pay them one dollar a car for each car passing over the siding. The statement that the C.P.R. take in about one hundred cars, and the Bay of Quinte Railway about fifty cars in a year, was not disputed. The companies agree that each should use its own engine in placing cars on this siding. The Canadian Pacific in such a movement would go over the diamond crossing on the Bay of Quinte Railway Company's tracks, which crossing is maintained by the latter company, and will use about 2,400 feet of that company's tracks in reaching the mill.

Prior to the 15th of August, 1906, the two companies had many points of difference between them in connection with their terminals at Tweed. These were all settled, as appears by an agreement between the two companies of that date, certified copy of which has been supplied to the Board. Clause 5 of that agreement is as follows:—

> "5. The Quinte Company grants unto the Pacific Company the right, during the continuance of this agreement, to place on the Quinte Company's siding known as the Houston siding, by means of its own engines, cars to or from the Houston Company consigned to or from points on the Pacific Company's lines, free of charge, and waives any claim to compensation for the use heretofore made of said siding by the Pacific company."

And clause 9, which relates to the termination of the agreement, is as follows:—

> "9. This agreement shall continue for a period of five years from the date hereof, but either party shall have the right to terminate it before the expiry of the said period at any time in their discretion upon giving to the other party three months' notice of their intention so to do, without becoming responsible for any damage or compensation by reason of such termination by notice, and at the end of such period of three months, the present agreement shall ipso facto terminate, and from and after the said time the use by either party of the property of the other party shall cease."

There is some dispute between the companies as to whether the Houston spur crosses some property of the Canadian Pacific Railway Company or not. At the hearing we requested that we be supplied with a plan, prepared after a survey, to determine this fact. That plan has not been sent in, but in the view I take of this matter it is not necessary. The Canadian Pacific Railway Company cannot dispute the legal right of the applicants to maintain the spur.

It was stated that although, by paragraph 9 of the agreement, it had terminated by efflux of time, still the parties were continuing some of the arrangements brought about by that agreement.

I am not concerned with the other conditions in the agreement, or what subsequent arrangements have been made between the companies on other points. As far as the Houston spur is concerned it seems to me that the rights which the Canadian Pacific Railway acquired to use that spur free of charge expired under clause 9 five years after the date of agreement, which was on the 15th of August, 1911. Therefore the Canadian Pacific Railway Company has no legal right to use the spur. The Bay of Quinte Railway Company is agreeable that it should continue to use it as it has been using it, but desires the payment of a toll of one dollar per car. I presume that means one dollar per loaded car, and that the movement of the empty in the opposite direction would not be charged for. It seems to me this is not an unreasonable amount for them to ask for such benefit and I think an order should go granting it.

Commissioner Goodeve concurred.

TEMPORARY INCREASE OF DEMURRAGE CHARGES.

APPLICATION of railway companies for order permitting a temporary increase of demurrage charges.

The facts are fully set out in the judgment.

For judgment see page 78.

RATES ON RICE.

APPLICATION of the Imperial Rice Milling Company, of Vancouver, B.C., for reduction from the present freight rates on rice and broken rice (or brewers' grits) from Vancouver to points west of and including Calgary to Winnipeg, inclusive.

Oral Judgment delivered by Commissioner McLean at the close of the hearing, November 29, 1912:—

The situation seems to be one in which we have to deal with rates within Canada. Foreign rates have been referred to, but we have not been informed exactly what they are. Even if the rates from New Orleans were on a lower basis, these would be rates in the United States, over which this Board has no control. The application seems to narrow itself down to the question of the rates from Vancouver to Winnipeg versus the rates from Montreal to Winnipeg.

Now, so far as the rate basis is concerned, you have between Montreal and Winnipeg the lake and rail rate of sixty-five cents. That is a competitive basis. So far as the rail comparison is concerned, it is shown that Vancouver has an advantage of one cent over Winnipeg, so that there does not seem to be any rate discrimination.

As to the question of lower cost, and its bearing on the rate adjustment, it is stated that rice brought in from Rangoon, via Montreal to Winnipeg, is a lower-priced article than rice brought in from Japan, and that the latter is therefore at a disadvantage in point of trade competition. That is a question of the cost of the material. The Board has ruled in other cases that what it is concerned with is seeing that the rates are on a relatively equal basis; it is not its function to equalize costs of production.

It appears to me, on the material submitted, a case for rate revision has not been made out.

Chief Commissioner Drayton concurred.

Order made, dismissing application.

NEW TARIFFS OF CARTAGE TOLLS.

CONSIDERATION of the new tariffs of cartage tolls of the railway companies, the effective dates of which have, by Orders of the Board, been postponed to December 31, 1912.

The facts are fully set forth in the judgment.

For judgment see page 67.

COMPLAINT OF W. H. D. MILLER, OF MONTREAL, *re* SWITCHING AT MILE END.

Judgment, CHIEF COMMISSIONER DRAYTON, January 3, 1913:—

Two cars arrived at Outremont consigned to shipper's order, the railway company to notify Mr. Miller of arrival. Notice was given; and Mr. Miller says he ordered both cars to Moreau street by same telephone message. Agent says he ordered one to Moreau and one to Hochelaga. One car was sent to Moreau and was unloaded; the other went to Ontario street, where Miller's consignee refused to unload it; and there it now stands under demurrage. Moreau and Ontario street team-tracks are all in Hochelaga yard; and I would allow the complaint for these reasons: First, the consignee wrote the agent the following day confirming his telephone message, and this

letter orders both cars to Moreau street; second, the same man, Hogg, was to unload both cars, and consequently he would more than likely want them at the same place. Third, I think if there is any conflict over a verbal or telephone conversation, the benefit of the doubt should go to the shipper, particularly as in this case. Miller's interpretation is confirmed by his letter.

It should be borne in mind that this situation does not in any way conflict with the ruling of the Board in the Canadian Cement case. The shipper has the right to have his car placed; but that right is subject always to the requirements of other shippers, and to the possible accommodation available. Had the Canadian Pacific Railway Company been unable, by reason of the demands of other shippers, to place the second car as Miller had desired, the ruling of the Board in the Cement case would apply. The railway company has not pleaded the situation which was apparent in the Cement case. The company, therefore, must assume the onus of the mistake or misunderstanding, and move the car to Moreau street for unloading at its own cost and charges; and there should be no charge for demurrage consequent upon the failure so to place the car in the first instance.

Commissioners Mills and Goodeve concurred.

MONTREAL BOARD OF TRADE "RE" RATES ON EX-LAKE CORN FROM GEORGIAN BAY PORTS TO MONTREAL.

APPLICATION of the Montreal Board of Trade for an order (a) reducing the rate on ex-lake corn from the Georgian Bay ports to Montreal to the same basis as in effect on ex-lake wheat, barley and oats; (b) directing the Canadian Pacific Railway Company to apply the mileage basis as in effect in Ontario and Quebec, as shown in the company's tariff C.R.C.E.-1929, on cornmeal shipped from Montreal to the company's points in New Brunswick.

The facts are fully set forth in the judgment.

For judgment see page 71.

COMMODITY RATES ON WIRE FENCING.

APPLICATION of Montreal Board of Trade for commodity rates on wire fencing, from Montreal, westward.

The facts are fully set forth in the judgment.

For judgment see page 58.

RATES ON SUGAR.

COMPLAINT of the British Columbia Sugar Refining Company, of Vancouver, B.C., relative to alleged discrimination shown by Canadian railways in rates on sugar in favour of eastern refineries to points in the western provinces.

The facts are fully set forth in the judgment.

For judgment see page 63.

INTERNATIONAL PULPWOOD RATES.

APPLICATION of International Paper Company *et al,* v. Grand Trunk Railway Company *et al.* *Re* International Pulpwood rates.

The facts are fully set forth in the judgment.

Judgment, Chief Commissioner Drayton, February 24, 1913:—

On the 19th of August, 1912, the International Paper Company of New York, and others, applied to the Board for an order pursuant to sections 26 and 323 of the Railway Act, disallowing certain joint tariffs purposing to increase the through rates on pulpwood from shipping points in Eastern Canada to manufac-

turing points in the Eastern States of the Union, which the Grand Trunk, Canadian Pacific, Canadian Northern Ontario, and Temiscouata Railway Companies had filed to take effect September 2, 1912; and on the 29th August, John C. Came & Son, of Quebec, and a number of other Canadian producers and shippers, joined in the application. On September 1, the companies issued notices postponing the effective dates of these tariffs until November 1, 1912. Following the hearing of the application at Ottawa on the 15th October, by order No. 17826, the Board suspended the schedules until February 4, 1913, for the purpose of enabling the Board to consider the evidence submitted, and the written arguments to be filed; and by order No. 18577 of the 27th January, the suspension was extended to March 1, proximo. The matter is now ripe for adjudication.

The complainant's chief contentions are:

1. The plea of the railway companies that their present tariffs are the developed product of water competition is disproved by the tariff record itself.

2. The continuance of the rates since 1903 is presumptive evidence that the companies have considered them reasonably profitable, and disproves the contention that the tariff has not borne its proper share of the increased cost of railway operation, and are therefore too low.

3. The proper comparison of the local rates to the Canadian mills is with the through rates to the American mills, and not with the proportions accruing to the Canadian carriers.

4. The Canadian proportions of the proposed rates would be greater than the local rates to the points of connection with the United States railways.

Taking these in their order: The representatives of the railway companies maintain that their tariffs were constructed on the basis of water competition. Whatever the charges by the water channels may have been, it is reasonable to assume that the companies so framed their tariffs as to secure to the rails at least a full share of the traffic tributary to the rivers. If, by reason of greater density of traffic and higher working expenses, they now pay less regard to the water competition on this traffic, that is another matter. The Canadian Pacific North Shore line closely follows the St. Lawrence and taps its feeders, and the blanketing of that company's rates would, in the ordinary course, dictate a similar policy to the Grand Trunk on the south side, and the branch line rates would, on general principles, be proportioned thereto. The grouping of the inland mills of Jefferson county, N.Y., with those accessible to the water carriers via Sackett Harbour is merely an illustration of railway practice where long hauls are concerned.

In a communication from three of the applicant firms addressed to the railway traffic officers, and dated July 13, 1912, it is admitted that the 'element of water competition was probably the controlling reason for the establishment of the line rates typified by 8 cents from Levis to Fort Edward.' They also say, 'the traffic, which was then small, and originated probably in a large degree at the river landings where the element of water competition was most severe, now runs to heavy proportions, and originates at all Canadian points of origin in the St. Lawrence and tributary valleys covered by the highly important lines of rates already cited.'

A fact that seems to have been overlooked is that in the earlier years of these tariffs the home consumption of pulpwood was small compared with what it is to-day.

2. This presumption is clearly subject to the qualification that operating costs have maintained some measure of equilibrium, or have not materially advanced. It was stated on behalf of the carriers that their records were not so kept as to admit of the segregation of the cost of handling this particular traffic; but notwithstanding more efficient facilities, it has been fairly established from time to time that the expense of conducting transportation, following the universal tendency, has increased considerably during the past few years.

3 and 4. This argument ignores the conditional character of the rates of local mills. Under ordinary circumstances pulpwood would take the same local rates as

other rough forest products; and with the assurance of the second haul of the pulp or paper products, the rates on the raw material have been reduced to a lower average even than for firewood. Whether the local rates of the Canadian companies are specifically conditioned on reshipment of the products, as the Canadian Pacific's are and the Grand Trunk's are not, is immaterial, since pulpwood is used for no other purpose than for manufacturing, and the consumption of paper from rail-hauled wood at the points of manufacture is small. This compensatory second haul, which is lost in the case of the through shipments, is, in my view, a governing factor in the case, and make unnecessary any minute consideration of operating costs. Under the existing schedules the proportions acruing to the Canadian companies from the through shipments rule lower than the rates paid by the Canadian manufacturers; and if, as proposed, they will average higher, the difference is much too slight to counterbalance the loss of the second haul, and they will still yield a much lower total revenue than the companies would receive were the wood manufacturers along their own lines. Apart from the second haul consideration; under the conditions of joint services and apportionment of the through rates between two or three, and, in some cases, four carriers, it is reasonable that the joint through rates should be on a higher basis than for similar distances on the line of a single company. Any comparison of these through rates with the local rates in Wisconsin seems to be open to the same objection as in this case. Counsel for applicants, in his argument, has misunderstood a reply of Mr. Kirkpatrick of the Canadian Pacific Railway Company, at page 10031 of the proceedings, regarding grinding in transit: Witness distinctly said, "it is a question of the rate in and the rate out."

This principle, that is, the right of the carrier to consider the resultant traffic as a reason for a lower rate on the original commodity, where drawn to points of manufacture on the carrier's line, is well established by the judgment of the Board in Michigan Sugar Co. *vs.* Chatham, Wallaceburg, and Lake Erie Railway Company, Canadian Railway Cases, vol. XI, page 353. There are, of course, objections to the principle. It may well be that the original shippers should obtain, in all instances, the same rates on the rough commodity; but it is impossible to discontinue the application of the principle in this case without a complete revision of existing tariffs, which have been, in many cases, built up entirely having regard to it.

The proposed through rates are not attacked as unreasonable *per se*. They are lower than the through rates between the same points on other rough forest products, which are usually classed together, and into the rating of which relative values do not enter. As these have been in force for some time and have not been the subject of complaint, they may fairly be assumed to be reasonable; therefore, the disputed rates on this particular forest product may fairly be considered reasonable also.

The consideration of the rates on other rough forest products shows very strongly that the former pulpwood rates were put in force with a view of stimulating a comparatively new business largely irrespective of resultant profit to the railway company, or that the rates were the result of other and outside considerations pressed upon the railways, having to do, perhaps, with their American connections.

Under the caption of 'lumber,' among other rough products, the following commodities moved: Bark, bolts and billets, hoop and hop poles, and fence posts and rails.

There can be no reason why, apart from some special or extraordinary circumstances, these rough forest products should not get at least as good rates as pulpwood, yet, with the proposed increase, the rates that forest products, other than pulpwood, take to Fort Edward, N.Y., are as follows:—

	Cts.	Pulpwood Cts.
From Batiscan	14	10
" Three Rivers	13	9
" Point Levis, Lyster and Donville	14	9
" Maniwaki	15	10½
" Nominingue	14	10½

It is to be borne in mind that pulpwod would move under the lumber commodity tariff, which includes the rough forest products, if it had not been for the special rates previously put in force; and it is somewhat difficult to see that there should be such a distinction made in favour of pulpwood as against these other commodities.

The effect of the proposed increases is to add to the manufactured article in the American mill an extra cost of 56 cents for each ton of paper, the value of which is shown to be $42.50. Mr. Guthrie argues, in his very complete factum, that the increased rate, resulting as it does in this sum, creates an unjust and unfair discrimination to the American buyer. He also argues, however, that the ultimate sufferers will not be the buyers, dealers or traders, but the producers, which, of course, satisfactorily removes any loss from the American buyer, who is claimed to be unfairly discriminated against by the increased rate. Discrimination there is none, the rates for Canadian delivery being based on the resultant traffic. Arguments have been advanced practically on the line of conservation of the country's resources, on the proposition that it is much better for Canada that this pulpwood should be used in it, and the like, and in my view, this Board has nothing to do with such considerations at all, and is not and should not be moved by any ulterior consideration or motive. If the rate is an improper rate, there is no reason in the world why it should be allowed to stand because an American mill absorbs the increase instead of the Canadian producer.

There is but one question open for our consideration—are the rates now attacked reasonable or not, having regard only to a proper consideration of the economical principles surrounding the service? I am of the view that they are reasonable.

As regards the rates of the Canadian Pacific Mont Laurier branch, however, the original rates of the Waltham and Nominingue branches may have been constructed, considering the character of the Laurentian grades, the rates appear to be reasonably proportioned as between the Mont Laurier and Nominingue sections, and with respect to the main line and other sections.

Objection is made to the withdrawal of the rates from the Canadian Pacific Railway stations west of Avonmore to and including Smiths Falls. While there may be little spruce along this line, at least one of the applicant firms is particularly interested in poplar, of which, it is stated, large quantities will move. The Canadian Pacific Railway Company expressed its willingness to establish rates on this traffic as required, but it is not just that shippers should be expected to wait thirty days before they can use the rates, even if granted. No good excuse was offered for the cancellation, and as the rates from Avonmore and stations immediately east are not being changed, those up to Smiths Falls must be restored.

Subject to this provision, I think the tariffs before the Board should be allowed; but in order to afford reasonable time for completing existing contracts, the effective date is further postponed to August 15, 1913.

Assistant Chief Commissioner Scott and Commissioners Mills and Goodeve concurred.

Order made refusing application and allowing tariffs of the respondent railway companies, increasing the rates on shipments of pulpwood, in carloads, subject to the condition that the rates from the Canadian Pacific Railway Company's stations west of Avonmore to and including Smiths Falls, in effect at the date of the order, be restored: Provided that such increase shall not become effective before the 15th August, 1913.

Judgment, Mr. Commissioner McLean, February 26th, 1913:—

The Board has already in various cases expressed the opinion that where a rate has been in force for a considerable time and business has been built up under this rate, that such rate by efflux of time becomes presumptively reasonable; and the Board had held that when this rate is increased, the burden is upon the railway to justify the increase. This has been limited by the principle which is recognized in the

application of the Dominion Millers' Association regarding rates on grain products to the maritime provinces, that where rates had been held down below the normal basis by water competition it was permissible to raise these rates more closely to the normal standard when the water competition became less effective. I recognize that the Interstate Commerce Commission has, as a result of a decision by the Supreme Court, given much less weight in recent years to the presumptive reasonableness of a rate of long standing. Its decisions now show that a variety of other factors have to be considered, and the fact that a rate has been in existence for a period of years does not now remove from the applicant the onus of proof ordinarily existing when a rate is attacked as unreasonable.

The Board, however, has laid down the position that when a rate is increased the burden is upon the railway to justify this increase; and it has further held that general allegations as to increase of cost of service, etc., are not conclusive as to the reasonableness of the rate. Personally, I am of the opinion that the railway should adduce particular information as to the increase of the particular costs affecting the traffic in question, if increase in cost is to have any adequate weight in justifying the reasonableness of the rate attacked. In a recent decision of the Interstate Commerce Commission, Geo. A. Hormel & Co. v. C. M. and St. P. Ry. Co., *et al*, 26 I.C.C. 1, 14, the following language occurs:—

> "defendants introduced some testimony as to the increased cost of transportation by reason of higher price of equipment and greater wages paid employees, but such statements can have little weight when presented in the abstract with no attempt to locate charges or consider corresponding reductions in the cost of transportation resulting from greater efficiency."

The railway state in the present case that it is impossible to so segregate costs as to give this information. That may be so as the statistics of the companies are at present kept. Not being convinced that the companies have conclusively discharged the onus which it seems to me rested upon them, I am unable to agree in the disposition recommended by the majority of the Board.

RATES ON APPLES.

COMPLAINT from the Simcoe Fruits, Ltd., Barrie, Ont., per R. A. Thomas, relative to G. T. R. Tariff C. R. 103 and C. R. 111, which does not provide for refund on less than carload shipments of apples; and

APPLICATION of the Fruit Growers' Association of Ontario, under section 317, for an order directing that all railways subject to the Parliament of Canada shall allow part carloads of fruit charged at carload rate and weight from original point of shipment to final destination, to be stopped in transit for completion of load at an additional charge of $3 per car for each stop.

The facts are fully set forth in the judgment.

Judgment, Mr. Commissioner McLean, February 26, 1913:—

Application is made for stop-over for completion of carloads of fruit in transit, or, in the alternative, for the restoration of the special rate on part lots to concentration centres. Application is also made for reimbursement for slatting supplies for the floors of cars by shippers.

It is established by various decisions of this Board, as well as by decision of the Interstate Commerce Commission, that the transit practice is a privilege, not a right. The following language expresses the position of the Board as set out in the judgment in connection with the application of the Board of Trade of Montreal for an order directing the C. P. R. Co. to furnish tariffs covering milling-in-transit arrangement

on corn received at Montreal by rail from Georgian Bay elevator ports and from Detroit, etc., file 12384:—

> "We cannot require a railway company to establish a milling-in-transit rate on anything; it is optional with them to do it. If they choose to do it themselves, then they may get under our jurisdiction if it discriminates against anybody. But in the absence of any milling-in-transit rate on corn for local consumption, I do not see how it can get under our control at all. We cannot require them to put in such a rate as I understand it. If they do it and then if discrimination follows, it would come under the discrimination clause."

The same position applies here. Discrimination not having been established, the Board is without power to direct that this privilege shall be given by the railway.

In the matter of the application for the restoration of the special rate in part lots to concentration centres, the situation as disclosed by the Board's records appears to be as follows: From December 10, 1904, when tariffs were first filed under the Act (and probably much earlier), down to March 28, 1911, both the Grand Trunk and Canadian Pacific carried apples to concentration points for storage, inspection, or completion of carload and reshipment, at a reduction of one-third from the local tariff rates. The combination of the in and out rates was not to be less than the through rate from the first shipping point to the final destination, plus 2 cents per 100 pounds, and if to the concentration point a joint route had to be used, the reduction applies only to that portion of the earnings of the company that received the second haul, or reshipment, from that point. On March 29, 1911, the arrangement was modified by withdrawing the completion-of-carload concession, and restricting the storage and inspection privileges to carloads.

The railways have not satisfactorily justified the abrogation of the arrangement which has been shown to have been in existence in Ontario for a number of years; and an order of the Board should go directing the re-establishment of the hitherto existing arrangement—this to be effective within thirty days.

The second phase of the application is concerned with the determination of the allowance to shippers for slatting furnished by them for the floors of refrigerator cars. From the evidence, the allowance is desired in connection with soft fruits, e.g., peaches and plums. It will be sufficient at present to require the Grand Trunk, the Grand Trunk Pacific, the Canadian Pacific, and the Canadian Northern to notify the Board not later than April 15 what number of their refrigerator cars in service are supplied with slatted floors, and what number are not. When this information is received, the Board will then be in a position to determine what allowance should be made to shippers furnishing slatting for the floors of cars.

Chief Commissioner Drayton concurred.

RE RATE ON BERRIES, SMALL FRUIT AND VEGETABLES.

Stockton and Mallinson *vs.* the Dominion Express Company, *re* rate on berries, small fruit and vegetables.

The facts are fully set out in the judgment.

Judgment, Chief Commissioner Mabee, April 16, 1912:—

At the hearing at Regina, the applicants alleged that they were applying for a rate on berries, small fruit and vegetables from Lewiston, Idaho; Hood River, Oregon; and Riparia and Walla Walla, Washington; to Regina.

It was stated that the American carriers by express were "most anxious to make tariffs with the Dominion Express Company." It was further stated that it was only a matter for the Dominion Express Company's concurrence. These features are, of course, most material, because the Board has no jurisdiction over either the carriers

by express from the points mentioned within the United States, or the traffic originating thereat. It will be obvious that the Board could not require these carriers to join with the respondents in establishing a through rate of $2, with a 15,000-pound minimum as asked from these foreign ports, because no means exists for enforcing any such direction.

Section 336 of the Railway Act requires joint tariffs to be filed covering all traffic carried into Canada from a foreign country; but no order of this Board could properly be made directing that such tariff should be filed by the initial carrier, and, if made, no such order could be enforced.

The case closed upon the understanding that the applicants would obtain from the Great Northern Express Company a letter signifying its consent or willingness to join in such joint tariffs, setting forth the divisions and other material matter or expressing its willingness to file such tariffs. While the Board could not require this foreign carrier to either file or concur, it might require the respondents to file, if the foreign carrier concurred, or concur if the foreign carrier were willing to file tariffs of the kind asked for, if they were thought by the Board to be fair and reasonable.

In a subsequent letter to a representative of the applicants, the Great Northern Express Company, it now appears that the traffic manager of that company has refused to join in a $2 rate, with division upon the usual basis of local rates to and from Spokane.

Instead of being able to get the concurrence or consent of the Great Northern Express Company it states that it is willing to accept 80 cents per 100 pounds out of whatever rate the applicants might make with the respondents based upon 20,000 pounds minimum. The local rates to Spokane are $1.10 per 100 pounds upon a 15,000 pound minimum. This reduction proposed by the Great Northern Express Company would then be about $5 per car, and in no way meets the claims advanced by the applicants. The rate covered by respondents' tariff on these fruits and vegetables, from Spokane to Calgary, Regina and Medicine Hat, is $2 per 100 pounds, minimum 20,000 pounds, and to Strathcona and Saskatoon $2.25 per 100 pounds. This added to the Great Northern Express Company's local to Spokane makes through rates of $3.10 and $3.35 respectively.

The Board has no information before it upon which it could say that $2 would be a reasonable joint through rate from these points, even if it had any jurisdiction over the haul in the foreign country.

It was contended at the hearing that the present application was on all fours with a joint through tariff of the kind now claimed in effect with the Great Northern Express Company it states that it is willing to accept 80 cents per 100 pounds out of

It was contended at the hearing that the present application was on all fours with the application in 1909 of Stockton and Mallinson in regard to freight rates on citrus fruits, and that a similar disposition might be made by the Board. However, in that case the Canadian Pacific Railway Company had specifically admitted that the rate of $1.60 therein referred to was unreasonable. It further developed that the portion of the rate received by the American carriers concerned was a combination of the full local for one carrier, and a percentage for another. When the new rate was established, these carriers insisted on having exactly the same amounts under the new rate as they had under the old. Actually, therefore, the only change made was in the proportion of the through rate received by the Canadian Pacific. In the present case the reinstatement of a rate is required as to certain points to which it formerly applied: its extension is also asked for to points to which it was not formerly applicable. In regard to re-establishing the rate, the American carriers by express have not concurred, and the difference in rates is such that it would be unfair to require the Dominion Express Company to accept all the shrinkage necessary to bring the through rate down to $2. The Board has no power to require the express companies operating in American territory to bear any part of this necessary shrinkage. As to the

extension of the rate to points in United States to which it did not formerly apply, the Board has no jurisdiction so to order.

Difficulties of this character regarding international traffic are continually arising: no tribunal now exists that can deal with them, and until such body is established, shippers and others must be left to work their disputes out with the carriers as best they can.

Application dismissed.

Mr. Commissioner McLean concurred.

EXPRESS RATES.

Re Canadian Northern Express Company and Central Ontario Railway Company.

The facts are fully set out in the judgment.

Judgment, Chief Commissioner Mabee, April 17, 1912:—

For many years the Dominion and Canadian Express Companies have both operated over the lines of the Central Ontario railway, and this gave the towns and villages along that line exceptional advantages, in that they had access to all points reached by these two companies without the disadvantages that exclusive offices labour under. Recently, the Canadian Northern Railway Company acquired the Central Ontario Railway, and has furnished express service through the medium of the Canadian Northern Express Company, the Dominion and Canadian Express Companies withdrawing. This put the towns along that line of railway at the disadvantage of being exclusive offices of the Canadian Northern Express Company, and express traffic passing to and from the offices of the Canadian Northern Company upon this line of railway, and exclusive offices of the Dominion and Canadian Companies now carries the sum of the local instead of enjoying the through rate of one company.

It was explained at the hearing that the express companies are now engaged in framing tariffs establishing joint through rates to and from all points in Canada; but as the amount of work involved is very large, it may be some time before these can be made effective.

A concrete example will show how traffic is affected:—

Under the former system a shipment of poultry from Picton to Ottawa of 185 pounds carried a charge of $1.48. Now, by reason of this shipment being handled by the Canadian Northern Express Company to Trenton, and by the Canadian Express Company from Trenton to Ottawa, the charges are $2.22, or an increase of 50 per cent. This arises by combining the local from Picton to Trenton, and the local from that point to Ottawa, as against the former single through rate between Picton and Ottawa.

It has been held both here and in the United States that traffic handled by two or more companies could well bear a heavier toll than when handled by one only, there being extra expense in transferring, way-billing, and the like; and the only thing the Board can do is to see that the joint express tariffs, when ready for submission, contain reasonable and proper reductions from the sum of the locals. We cannot compel the Dominion and Canadian Express Companies to operate over the line of the Central Ontario Railway Company. The people along that line enjoy the same express facilities that other towns, where only one express company operates, enjoy, except that, as the Canadian Northern Express Company has as yet but few offices in Ontario, there will, in the meantime, be more exclusive offices against these points than formerly; but as the Canadian Northern Railway Company extends its lines, this difficulty will gradually disappear. The above illustration of the shipment of poultry from Picton to Ottawa will be cured in a few months, when the Canadian Northern Railway Company completes its connection here, the old rate of the one company will at once become effective again.

The acquisition of the Central Ontario Railway Company by the Canadian Northern Railway Company was perfectly legal; the latter company was entirely within its

rights in establishing express service through its allied express company, and this necessarily compelled the other two express companies to withdraw from the field. This is a condition we cannot control. No hardship results so long as the new tolls are not excessive. The people along the line in question are naturally in a complaining mood; but they have for years enjoyed better facilities than are afforded at most places of greater size, and in a short time will be on a par with most other points outside of larger cities.

Assistant Chief Commissioner Scott and Mr. Commissioner McLean concurred.

BOYES VS. DOMINION EXPRESS COMPANY.

The facts are fully set out in the judgment.

Judgment, Chief Commissioner Mabee, April 18, 1912:—

Complainant was charged sixty-five cents for return C.O.D. collection from Vancouver to Napanee of $27.

It was admitted at the hearing that there had been an excess charge of five cents, which would be refunded; but the case brings up the principle upon which these charges are based, and this matter was not covered by the judgment in the Express Inquiry.

Formerly, expresss companies, after collecting C.O.D. shipments, made return of the cash to the shipper, and the charge for this service, as appears by the classification, was based upon merchandise rates. For some years, instead of remitting and carrying back the cash, the agent at the delivery office issues an express order and posts it direct to the shipper; yet the charge for this is not based upon the scale of charges for express orders, but the old merchandise rates still apply. This cannot be defended; it is a discrimination against the C.O.D. shipper, in that a much greater charge is made against him, or imposed upon the consignee, than is made against another person buying a similar express order for almost similar services. It is true these services are not identical; if they were, it would be the plain duty of the Board to apply the express order charges to C.O.D. return collections. These are facilities supplied by the express companies of great convenience to shippers and consignees, and the remuneration to the companies should be upon a liberal basis. The present scale of charges, is, however, excessive. The Board has not the necessary information before it to fix what might be regarded as fair and remunerative rates to the companies, and leaves it to them to frame tariffs based upon other than merchandise rates. When these tariffs are prepared and filed, the Board will hear the companies in support of their reasonableness, if necessary. These tariffs should be filed within three months.

Assistant Chief Commissioner Scott and Commissioners Mills and McLean concurred.

EXPRESS DELIVERY LIMITS IN THE CITY OF OTTAWA.

Application of the city of Ottawa, Ontario, under section 29, for an order amending order of the Board No. 16147, dated March 18, 1912, establishing a modified collection and delivery zone in the city of Ottawa for express companies, so as to include within the said zone the whole of Rideau terrace and that part of Beechwood avenue within the limits of the said city.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of the hearing, July 3, 1912:—

The Board has had a good deal of difficulty in deciding on the question of delivery limits for express packages, and finally we decided on the principle that we would have the suggested delivery limits in any municipality looked over by one of our own officials, and we would settle each on its own merits, basing our decision on the principle that density of population had to be served.

Mr. Hardwell, on March 18, after going over the territory of the city of Ottawa with the city engineer, Controller McClenagan, and representatives of the different express companies, recommended the delivery limits which the Board ultimately adopted by an order, and in that order it is stated:—

> "It is ordered for the present, and until such time as other portions of the city are opened up or improved, or further populated, that the delivery limits shall be those described."

Now, it has not been shown by the applicants that since Mr. Hardwell made that report on the 18th of March last, there has been any change in the conditions generally to warrant us opening up this matter again.

It is true it is a small matter, and I suppose it would be very convenient to the people there to have their parcels delivered. The evidence is that only a few parcels would have been delivered since the beginning of the year had the delivery limits been extended to include the applicants. But it is not that; it is the question of principle. We must have finality, and we must stick to the principle laid down, that until such time as the city or any individual is able to show us that any portion of the city left out of these limits comes within the provisions of the order, that is, that they are improved and further populated, why, we will have to adhere to the limits we have already decided on. Therefore, this application is refused.

Commissioners Mills, McLean and Goodeve concurred.

Order made, dismissing application.

TARIFF ON CREAM.

CONSIDERATION of the Special Local Tariff of Dominion and Canadian Northern Express Companies applicable on cream between points in the provinces of Saskatchewan, Alberta and Manitoba, and Ontario, west of Port Arthur, for distances not exceeding 300 miles made effective.

The facts are fully set out in the judgment.

For judgment, see page 11.

CUTKNIFE STATIONS.—CANADIAN PACIFIC RAILWAY COMPANY AND GRAND TRUNK PACIFIC RAILWAY COMPANY.

The facts are fully set out in the judgment.

For judgment see page 8.

STATION AT MEATH, ONT.

APPLICATION, Canadian Pacific Railway Company, under section 358, for approval of change in location of station and freight shed at Meath, formerly called Graham's, Ont., lot 20, concession 2, district of Westmeath, Ontario.

The facts are fully set forth in the judgment.

Oral Judgment delivered by ASSISTANT CHIEF COMMISSIONER SCOTT at the close of the hearing, June 4, 1912:—

The railway company apply to have a new station approved in lieu of the old one. They point out that there is a crossing of the highway and the railway in the middle of the Muskrat river, and they are going to get a better crossing of the railway over the river by going farther west and diverting their line south.

First of all, as to the bridge over the river: The municipality had a floating bridge over the river, running north and south, for some years before the railway came there. When the railway was built, at what I call the old location as shown in

black on this plan, they crossed the highway bridge on the level, and in consideration of the crossing and a grant of $500 by the municipality, the railway company put the highway bridge in shape to cross the river. At that time it was made a permanent bridge instead of a floating bridge, as it had been before that. Since then, the railway company has maintained the bridge in so far as it affects the crossing of the railway. The railway company now want to divert their line farther south so they can get a better crossing over the river. There is no reason why they should not move their line farther south to carry out this object.

So far as the highway bridge is concerned, the money voted ($500) was properly spent, and the municipality got value for it, and there is no reason why it should be paid back. The railway in leaving the bridge and removing their tracks should leave the highway bridge which they are abandoning in as good condition as the rest of the bridge, that is the portion from which they remove their tracks is to be left in as good condition as the rest of the bridge so that the highway bridge will be the same throughout.

Then the other point is in regard to the location of the station. The new station is about 250 feet from the highway. That is rather closer than the Board has been approving of in the past. It might perhaps be preferable if it were farther away, but it is pointed out that the freight buildings will be still farther east and therefore farther away from the highway, and that the freight trains will not be stopping in such a place that they would interfere with the free travel on the highway. Therefore the location of the station as asked will be approved. We had Inspector Clark go on the ground to examine and report, and he recommends that the location as asked for be approved.

When the old station was built a roadway was built in from this highway, a roadway running east and west, and that roadway cost about $200. The railway company got a deed from a Mr. Graham, and the municipality contributed $100 towards it.

At the time that $100 was voted, the municipal council passed a resolution on May 28, 1899: "That the sum of $100 be granted to the Canadian Pacific Railway Company for the purchase of a road to Graham's station, on condition that the company be responsible for the opening of the road and the keeping of it in proper condition." Now the actual piece of ground that road was on is going to be taken by the railway for its new tracks. It is true that the railway company are providing a road on their own property north as an approach to the station and freight sheds, shown in dotted lines on this plan, but the fact is that they are now taking a road to which the municipality contributed $100, and they are going to use that road for the location of their railway. We think that a condition to the granting of this application should be that that $100 be paid back. In other respects the application is granted.

Dr. MILLS: I might say that I concur, except that in my judgment the station should be about 400 feet from the crossing, and I see no difficulty in its being so placed.

Commissioners McLean and Goodeve concurred in Assistant Chief Commissioner Scott's judgment.

Order made granting application in terms of the judgment of Assistant Chief Commissioner Scott.

STATION LOCATION, CASSIAR DISTRICT, B.C.

APPLICATION of Robert Kelly, for an order approving of the location of station to be constructed by the Grand Trunk Pacific Railway on lot 882, group 1, Cassiar District, B.C., and restraining the location of any station on lot 851, group 1, Cassiar district; and application of the Grand Trunk Pacific Railway for approval of location of station grounds and station on lot 851, group 1, Cassiar District, B.C.

The facts are fully set out in the judgment.

Judgment, Mr. Commissioner McLean, June 10, 1912:—

By the Board's order No. 15727 of December 19, 1911, the railway company was ordered to provide and construct a station on lot 882, group 1, in the Cassiar district of British Columbia. The application of the railway for the approval of the location of station grounds and station on lot 851, group 1, Cassiar district of the province of British Columbia, was in terms of the said order, refused, and the railway company was restrained by said order from locating a station at that point.

Subsequently, on the petition of the Grand Trunk Pacific Railway Company, the matter was taken before the Governor in Council, and as a result of the hearing the Governor in Council issued an order in the matter rescinding the order of the Board above referred to, and stating:—

> "It was made to appear that several different interests directly affected by the location of the stations in question had not had as full opportunity to set forth their respective views as would seem just and desirable, and that therefore in their judgment the aforesaid applications of Robert Kelly and of the Grand Trunk Pacific Railway Company should be remitted to the Board of Railway Commissioners for Canada for reconsideration, and that all parties interested in the matter of the said application should have leave to make such further application to the Board of Railway Commissioners for Canada as they might be advised."

Following this the order of the Governor in Council remitted the matter to the Board, stating that it was:—

> "for re-consideration, and that all parties interested in the matters of the said applications have leave to make such further application to the Board of Railway Commissioners for Canada as they may be advised."

The matter was heard at length by the Board from June 4 until June 6. A large amount of material was submitted, the exact value of much of this from the standpoint of evidence is more than questionable. It was not, however, to be expected that, in a section which has not as yet experienced the advantages of railway development, the views expressed as to the effects of the railway development in connection with the question of station sites, could be other than speculative.

As to the provision of the original order requiring the location of a station on lot 882, after careful consideration, I am unable to see that this should be varied. The views expressed by the late Chief Commissioner in his judgment are as pertinent to the location of this station now as when uttered. It is a situation which the railway has created for itself, and for the Board to assent to the modification of this term of the order would make it an assenting party to a vital injustice.

In the original hearing the views of the residents of the present town of Hazelton were not to any extent before us; nor was there developed in the record the way in which their interests from the standpoint of traffic convenience were affected by the Board's restraining the railway company from building on lot 851. It may be said, parenthetically, that it appeared in the re-hearing that the proposed station was actually to be placed on lot 9 instead of lot 851. This confusion may have arisen from the fact that the station grounds extend on to lot 851. However, this is mentioned not because it has any material bearing upon the original order, but because the statement is necessary to correctness.

A considerable amount of evidence and opinion was presented in the re-hearing in regard to the highway methods of approach to the proposed station on lot 882, and the proposed station on lot 9 spoken of as South Hazelton. Statements were submitted as to the cost of bridging the Bulkley river. There were also expressions of opinion as to the intention of the Provincial Government in this respect. These expressions were not, however, sufficiently definite to permit one to form any conclusion

as to where the bridges, if built, would ultimately be built by the Provincial Government or where the highways would be located.

It appears from the evidence of the representatives of the present town of Hazelton that some point nearer to them than the location on lot 882 would be of greater convenience to them from a traffic standpoint. It also appears that at the present town of Hazelton there is now the convenience of water transportation, and that it is desired that in the new location a similar convenience should exist.

Giving due weight to the mass of material presented at the hearing, much of it contradictory, much of it conjectural, I am of opinion that the representatives of the present town of Hazelton have made out a case for a station location nearer to them than would be afforded by the location on lot 882.

The second paragraph of the operative portion of order 15727 which restrained the railway company as to location of station grounds and station should, therefore, be rescinded, and it should be open to the railway to make application for approval of a station site which will give adequate facilities to the people of Hazelton. The original plan for the location of the station at South Hazelton which is before us, shows that the railway, in the layout of the station grounds and sidings, departed from practically everything which it has considered as a standard from the standpoint of engineering and operating practice. Had the Board required the railway to locate a station under the engineering and operating conditions which it itself chose in this case, there undoubtedly would have been the most strenuous objection upon the part of the railway. When called upon by the railway to approve of such station site as it may deem convenient for the people of Hazelton, the Board cannot, and will not be oblivious of the standard which the railway has chosen for itself.

The Assistant Chief Commissioner and Commissioner Mills concurred.

G.T.P. AND C.P.R. STATIONS AT DRUID, SASK.

PETITION of the residents and property owners of Druid, Sask., and vicinity, that the Grand Trunk Pacific Railway install a station at that point close to the Canadian Pacific Railway station, in order to make the construction of a transfer track between the two roads feasible.

The facts are fully set out in the judgment.

Judgment, Mr. Commissioner McLean, June 17, 1912:—

This application was heard at Saskatoon. Coupled with it is the application of the Grand Trunk Pacific for the approval of its station at Dodsland which it dealt with under File 19440.

The Canadian Pacific branch from Kerrybert to Rosetown approaches the Calgary-Biggar branch of the Grand Trunk Pacific about mileage 44 on the Canadian Pacific branch and runs alongside of it for a distance of about three and a half miles on the north side. It then crosses to the south side about one mile from Druid station on the Canadian Pacific. Dodsland station, as proposed by the Grand Trunk Pacific, will be about one and a half miles west of Druid. Petitioners from Druid desire to have the Dodsland location placed north of Druid so that the Dodsland development may be between the two locations.

It is unfortunate that the growth should be dissipated between the two stations. But except where the Board is justified in intervening because of discriminatory treatment it is not its function to deal with the possible growth of a new town. It is the Board's function to see, in so far as possible, that there are proper facilities for as large as possible a portion of the public using the railways. The evidence presented is contradictory. This is usually the case in applications in which townsites, whether belonging to private individuals or to railways, are involved. At least as many people favour the proposed Dodsland location as oppose it. On the whole it appears

that the proposed location at Dodsland in co-operation with the station at Druid will reasonably serve more of the public using the railway than would the proposed relocation.

As to the transfer track, this is a matter which may be dealt with when the need therefor is shown. The present disposition as to the transfer track in no way prejudices a later application.

The Assistant Chief Commissioner concurred.

STATION, LAC DU BONNET, MANITOBA.

PETITION from the residents of the village of Lac du Bonnet, Man., asking that the Canadian Pacific Railway Company be directed to change the present location of its station to a point near the village or opposite a road allowance.

Oral judgment delivered by Assistant Chief Commissioner Scott, at the close of the hearing, July 18, 1912:—

We feel this way about this: It is certainly to the advantage of the municipality if we can have the station moved, but the Canadian Pacific Railway Company went there before there was any townsite where you have it now, and they in good faith established their station where it is, and while it would undoubtedly be convenient to the public to have it moved, we do not think we are justified in putting the whole expense on the railway company. They might share it. I think we will have to ask you to try and find out either from Mr. McArthur, or somebody else interested, what contribution he is prepared to make. If we order the railway company to move the station, how much will you contribute to the cost. It is a question of cost, and you can find out how much money you will contribute. We cannot saddle all the cost on the railway company.

Concurred in by Mr. Commissioner Goodeve.

STATION AT FORWARD, SASK.

APPLICATION of the town of Forward, Sask., for order directing the Canadian Pacific Railway Company to furnish a station, telegraph service, &c., at that point.

The facts are fully set forth in the judgment.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of the hearing, July 22, 1912:—

In this matter the Canadian Pacific Railway Company established a station at the town of Forward some time ago and spent a considerable sum of money. Three elevators were erected there and other buildings, and a municipality organized under the laws of the province. Subsequently it appeared to the people of that village that the Canadina Northern was going to cross the Canadian Pacific some distance west, and they feared that the establishment of townsites on the Canadian Northern might be injurious to their business; also they discovered that the water at Forward was not as good as could be got elsewhere. For this and perhaps other reasons they desired to move the station of Forward to the place where the Canadian Northern would cross the Canadian Pacific track, a distance of one mile and eight-tenths, we are told.

Negotiations were carried on between the people and the Canadian Pacific Railway Company to get the station moved, and while the district agent, Mr. Duval, in one telegram gave them some encouragement, still, at a later date, in an interview with Mr. Whyte, the vice-president, and in a letter from him, they were not encouraged in the undertaking, and the Canadian Pacific Railway Company gave no promise and are under no obligation to carry out anything. They said nothing which would lead these people to believe the station would be moved.

The applicants now say "We are not before you asking for the removal of the station; we are before you asking for the establishment of a station at this point of junction with the C.N.R. We do not care if they continue their existing station, telegraph operator, and so on, at that town. Our application is for a station and agent at this new location, which is shown on this map at West Forward; that is, at the point where the Canadian Northern crosses."

Dealing with it in that way, we find that the Canadian Pacific Railway Company has a station and agent and suitable facilities within two miles of this point, and it is not the policy of the Board to establish facilities as close as two miles. Usually it is about 8 or 10 miles apart where facilities of that kind are established.

We do not see that the Canadian Pacific Railway is under any obligation at all to move, and as it has a station at Forward and has these facilities within two miles of the new location, we do not see that we should order them to go to the expense of creating a station at the point applied for. It may be in their own interests, it would be wise for them to move, but they are here opposing it, and opposing it very strongly, and, under these circumstances, we do not see that we can grant this application.

I might say that an additional reason for refusing it is that the Canadian Pacific Railway Company has a townsite at Forward, where they have spent money, where they have some vested interests, and it would be indeed hard for us to order them to leave their own investment and go elsewhere and in that way suffer financial loss.

The parties have been in negotiation with the Canadian Northern, and have received encouragement from that company. The Canadian Northern has not yet located its station on that line, but it is to-day stopping its trains and taking on and setting off traffic at that point, and therefore, it is more than likely that the Canadian Northern will establish a station at West Forward. In fact there would be strong ground for the Board interfering if the Canadian Northern did not establish a station there, if the evidence of these interviews with Mr. McKenzie and Mr. McLeod is correct. Of course, we have not heard the Canadian Northern on that point, and it is in no way bound by anything said here to-day.

Under these circumstances, the application is refused.

Commissioners Mills and Goodeve concurred.

Order made, refusing application.

LOADING PLATFORM, ERICKSON, B.C.

Application of E. J. C. Richardson, Erickson, B.C., for an Order directing removing of loading platform at that point to a more convenient site.

Oral judgment delivered by Assistant Chief Commissioner Scott, at the close of the hearing, July 25, 1912:—

In this matter the application is to have the station at a place called Erickson moved farther north-east to what the applicants say is a more desirable location. More desirable because it is near a Government road. The present station has been reached by a forced or trespass road over private property. We are told that the owners of that property are now fencing this and preventing access to the station.

The Canadian Pacific Railway Company produce a letter from the Provincial Government of British Columbia stating that they are going to build a Government road, and they want to know if the station is to be moved. We think that if that Government road is built, it will serve the people as an access to the station, and will remove largely their reason for asking for the moving of the station to a point farther northeast.

The railway company objects to moving the station. It was put there three years ago, apparently in the right place, because it was near a mill where there was some

18097, November 20.—Express free collection and delivery limits prescribed for MacLeod, Alta.

18098, November 20.—Express free collection and delivery limits prescribed for Windsor, N.S.

18099, November 20.—Express free collection and delivery limits prescribed for Sackville, N.S.

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1913.

18449, January 7.—Restoring and continuing the rate on crushed stone from St. Davids, Ont., to Toronto.

18489, January 7.—Express free collection and delivery limits prescribed for Megantic, Que.

18495, January 14.—Supplement No. 5 to Canadian Freight Classification No. 15 approved; the entire issue to be consolidated and published as Classification No. 16.

G.O. 100, January 16.—Revised regulations for the transportation of explosives approved.

18578, January 23.—Mileage tariffs on "ex-lake" corn to be reduced so as not to exceed the rates on "ex-lake" wheat, oats and barley.

18738, February 19.—Rates on lumber reduced from British Columbia points to points east of the Red River in Manitoba.

18771, February 19.—Rates on lumber reduced from British Columbia to points in Saskatchewan and Alberta, north of the C.P.R. main line.

18775, February 22.—Rates on wire fencing and wire netting reduced from Montreal to Ontario points.

18787, February 27.—Increased rates on pulpwood to points in the United States, suspended on October 23, 1912, allowed to become effective on August 15, 1913.

18811, March 1.—The Canadian Pacific Railway Telegraph required to accept for transmission over its land lines, messages delivered by the Marconi Wireless Telegraph Co. at Glace Bay and Louisburg.

18825, March 5.—Railway companies required to restore the arrangement whereby apples were carried to concentration points for completion of carloads and reshipment, at a reduction of one-third from the local tariff rates to concentration point.

18886, March 18.—The Bell Telephone Company required to compute extra mileage for North Toronto subscribers from the Toronto Exchange limits as they existed on January 1, 1911, and to give the Moore Park district the Toronto flat rates.

Board might be satisfied from the statements indicating the nature of the evidence to be submitted whether a re-hearing should be granted.

There are now before the Board telegraphic statements from the Board of Trade of Old Hazelton favouring the South Hazelton location. There are also counter telegrams alleging that only a bare majority of those present at the Board of Trade meeting which passed the resolution in question favoured it. It is also stated that a majority of the members of the Board of Trade are opposed to having two stations, and favour a single station at New Hazelton.

It is alleged in the course of these counter telegrams that the approval of the South Hazelton location in addition to New Hazelton will "tend to prolong the townsite controversy, which has been a great detriment to business generally." The Board is not going to mingle in townsite matters *qua* townsite. It will intervene in the matter of station accommodation only where there is a public need for a station, or where the railway has entered into an agreement binding itself to establish a station. Aside from what is outlined in the preceding section, it is not concerned with whether two townsites grow where one grew before. There may be abuses in the matter of location of townsites; there may be too many of them; some of them may be simply the capitalization of an iridescent optimism. But, be this as it may, there is not within the four corners of the Railway Act any statement that the Board is the official guardian of townsites, and the Railway Act nowhere over-rules the necessity of investors exercising common sense.

It is also alleged in support of the application for a re-hearing, that the Grand Trunk Pacific is refusing to haul freight and passengers to New Hazelton. All that need be said on this is that leave to carry traffic as far as the South Hazelton site was applied for and granted. No application for leave to carry traffic on additional mileage east of this has been received by the Board.

The whole question is whether Old Hazelton is to have on the South Hazelton location traffic facilities in addition to those afforded by New Hazelton. The Board has already decided this.

Order approving the South Hazelton location plan as filed should now go.

The Assistant Chief Commissioner concurred.

Order issued accordingly.

OTTAWA, October 30, 1912.

SHUNTING ON FERGUSON AVENUE, HAMILTON.

The facts are fully set forth in the judgment.

Judgment, Assistant Chief Commissioner Scott, May 29, 1912:—

This is a complaint of the city of Hamilton and some residents on Ferguson avenue about the disturbance created by the Grand Trunk Railway Company shunting trains on that avenue, which has been before the Board on several occasions, and was, the last time it was up, allowed to stand to give the Grand Trunk Railway Company an opportunity of advising the Board what it proposed to do towards eliminating the annoyance complained of. It appears that the Grand Trunk Railway Company have largely discontinued shunting at night, but as they start work at five o'clock in the morning, this undoubtedly gives just cause for complaint. It is also stated that the constant shunting during the day time is a nuisance, and has the effect of depreciating the value of property on Ferguson avenue within the territory affected by the shunting.

It appears that the predecessor in ownership of the tracks on Ferguson avenue, the Hamilton and Lake Erie Railway Company, was given permission to carry its line of railway along Ferguson avenue by the municipal council of the city of Hamilton, in a resolution passed on the 12th February, 1872, which reads:—

> *Resolved.*—That permission be and is hereby given to the Hamilton and Lake Erie Railway to carry the line of railway along the whole or such portion as they may see fit, of all or any, or either of the streets in this city lying between Emerald street on the east, Ferguson avenue, Nelson street and Cherry

streets on the west, including the said streets named and the streets lying between the northern and southern boundaries of the city, and extending to the westward from Emerald street aforesaid within said limits, and that a copy of this resolution duly certified be delivered by the clerk to the said railway company."

In the year 1904 the Grand Trunk Railway Company established a freight yard and built a substantial freight shed on the west side of Ferguson avenue, known as the Cannon Street yard. After the establishment of this yard shunting was commenced on Ferguson avenue to get cars in and out of the Cannon Street yard. The volume of this shunting has increased with the volume of traffic handled in the Cannon Street yard. This increase has been very substantial, due to the great commercial development in Hamilton within the past few years. The result now is, that such a use of Ferguson avenue, in the neighbourhood of the Cannon Street yard, is made by the railway company which was not in contemplation by any one at the time the permission to carry its line along Ferguson avenue was given to the Hamilton and Lake Erie Railway Company in 1872.

The Board has on more than one occasion, and particularly in the case of Hardisty street, Fort William, made it a condition of the occupation of a street by a railway company's tracks running along that street, that the railway company should compensate landowners injuriously affected, because of the operation of the railway on the highway if such landowners had not been compensated in some other way.

In the present case, we cannot, of course, review what took place at the time the permission was given to the Hamilton and Lake Erie Railway Company to lay its tracks on Ferguson avenue. I have no doubt at that time the public were so anxious for the establishment of railway facilities that the people of Hamilton, including those who owned land on Ferguson avenue, welcomed the advent of the railway; but, as I have already suggested, the use of the avenue as it is now used by the shunting in and out of Cannon Street yard, is something which was not contemplated by those affected when the arrangement of 1872 was consummated. I therefore think that those injuriously affected by this shunting should receive compensation. The Grand Trunk Railway Company should be ordered to compensate them accordingly by paying damages, to be fixed by arbitration if necessary. It may be, that the Grand Trunk can make a more satisfactory arrangement for all concerned by purchasing the lands affected outright, instead of compensating the owners. I think they should have the option of doing either and that they should be permitted to use the expropriation powers of the Railway Act if they desire to acquire title to the lands affected.

This decision will be for the benefit only of those landowners on either side of Ferguson avenue from Cannon street southerly to Rebecca street, the zone affected by this shunting.

Some of the property on Ferguson avenue, between Cannon street and Rebecca street has changed hands since the establishment of the Cannon Street yard. The purchasers of such property bought it with notice of the existing conditions, and therefore are not entitled to compensation. The order should be limited to existing landowners within the territory described who were the owners of their property prior to the establishment of the Cannon Street yard.

Commissioner Goodeve concurred.

C. N. R. AND QUEBEC RIFLE ASSOCIATION.

APPLICATION, Quebec Rifle Association, for an order directing the Canadian Northern Railway to stop its trains at a point opposite the Pointe Aux Trembles Rifle Association, and to have special rates to and from this point.

Oral judgment delivered by Assistant Chief Commissioner Scott at the close of the hearing, June 11, 1912:—

It appears that the Quebec Rifle Association is being served by the Terminal Railway as best it can with its present facilities. There is no train on the Canadian Northern that could be ordered to stop going either way. It would mean that a special train would have to be put on by the Canadian Northern, and this they object to. It is pointed out that there is a contract between the two companies that the Canadian Northern will not do local business on the island. We are not bound by that contract, but nevertheless it is an element to be considered. Bearing these facts in mind, we think we would not be justified in ordering the Canadian Northern to give the train service asked. The application is refused.

Commissioners McLean and Goodeve concurred.

Order, refusing application, issued.

UNIFORM RULES GOVERNING THE DETERMINATION OF VISUAL ACUITY, COLOUR PERCEPTION, AND HEARING OF RAILWAY EMPLOYEES ON STEAM RAILWAYS.

The facts are fully set forth in the judgment.

For judgment, see page 52.

PASSENGER SERVICE FROM WINNIPEG TO LE PAS, MAN.

APPLICATION of residents of Le Pas, Man., for through passenger and Pullman service from Winnipeg to Le Pas.

The Chief Commissioner:—

This is an application of the Board of Trade of Le Pas, Man., for a Pullman car service between Winnipeg and Le Pas.

The Board has had the matter carefully looked into by its operating department with a view of determining whether or not the business offering at Le Pas would justify an order as asked.

After checking up the possible earnings, the report shows that there is not sufficient business to warrant our making the order, which is, therefore, refused.

December 26, 1912.

Commissioner McLean concurred.

OTTAWA, December 27, 1912.

FEDERATION OF THE CHAMBER OF COMMERCE OF THE PROVINCE OF QUEBEC AND THE SOUTH EASTERN RAILWAY.

The facts are fully set forth in the judgment.

Judgment, Chief Commissioner Drayton, January 6, 1913:—

This is an application made by the Federation of the Chamber of Commerce of the province of Quebec asking that the Southeastern Railway, between Drummondville and the city of Sorel, which is actually controlled by the Canadian Pacific Railway Company, and which has received subsidies from the province of Quebec and the city of Sorel, be re-opened with the least possible delay.

In 1869, the Richelieu, Drummond and Arthabasca Railway Company was incorporated with powers to build from Drummondville to Sorel, a distance of thirty-five miles (32 Vic. Chap. 36, Que.). The corporation of Sorel, in 1870, passed its by-law No. 89, subscribing for stock in the company to the extent of forty thousand dollars. In 1871, a subsidy was voted by the Provincial Legislature to aid the construction of the company's bridge over the Yamaska river, at Yamaska; and again, in 1872, a further aid was voted.

By an Act of the province passed in 1869, the Southeastern Railway Company was also incorporated, with rights in largely the same territory as the Richelieu, Drum-

mond, and Arthabasca Railway Company; and in 1874, by a further provincial Act, the two companies were amalgamated under the name of the Southeastern Railway Company.

In 1875, further municipal bonuses were asked and some granted.

The railway was built and put in operation from Sorel to Sutton Junction, a distance of ninety-five miles, including in its length that portion now asked to be re-opened.

Mr. Lalonde, the Board's assistant chief operating officer who has investigated the matter, reports that the railway was kept in operation until about July, 1878, when it was taken over by the Canadian Pacific Railway Company and formed part of that system; and that four trains were operated daily over the section now in question, two running each way. He also reports that, at that time, traffic was of the greatest importance, and that the line was the principal feeder of the Montreal and Boston Air Line; and that, if the line were to-day opened for traffic, similar conditions would exist.

The railway was continued to be operated, apparently by the Canadian Pacific Railway Company, until the autumn of 1892, when the bridge over the Yamaska river was carried away by flood and ice. The company thereupon discontinued the service between Yamaska and Sorel, on the one side—a distance of ten miles—and between Yamaska and St. Guillaume—a distance of fifteen miles—and the company, in December, 1893, abandoned that part of the line between St. Guillaume and Drummondville, and closed it to the public; the result being that, since December, 1893, that portion of the line which it is now proposed to re-open, has been abandoned and closed.

Mr. Lalonde further reports that, on September 6, 1899, the Canadian Pacific Railway Company sold the abandoned part of the line, between Sorel and Yamaska, to the South Shore Railway Company for twenty-five thousand dollars, and that that part of the line was rebuilt by the latter company, and is now operated by the Quebec, Montreal, and Southern Railway Company.

Nothing further has been done with the line from Yamaska to Drummondville, except that, in 1891, all the rails were lifted, and there is now no sign of a railway through that territory.

For the purpose of the disposition I propose to make of the case, I am going to assume that the railway company stopped the service and removed the railway in defiance of the express demands and interests of the neighbourhood, resulting in loss to the people of the district, not only in respect to bonuses given, but by lack of railway facilities that they were well entitled to. Under such circumstances, is there the slightest jurisdiction in the Board to make an order? In my view, there is none.

The Railway Board was only constituted in the year 1903; the wrong now complained of happened ten years before. While undoubtedly to-day the Board would not allow any railway company to discontinue, permanently, operations simply because a bridge was carried away, it is impossible to say that there is the slighest jurisdiction in the Board to order that a service which ceased ten years before the Board's inception, and, under these circumstances, should be continued. The application is really not an application to re-open for service; it means the reconstruction, practically, of a line, part of which, further, is now operated by another system. It may be that, under the bonuses which some of the municipalties or the Provincial Legislature has granted, a redress may be had as a matter of contract; but if this is the case, the remedy is not to re-open this non-existent line, but in damages, which may be recovered in the appropriate court.

The application will, therefore, be dismissed.

Assistant Chief Commissioner Scott and Commissioners Mills and McLean concurred.

LONDON AND LAKE ERIE TRANSPORTATION COMPANY VS. CERTAIN TOWNSHIP MUNICIPALITIES ON THE LINE OF ITS RAILWAY.

Judgment, Mr. Commissioner Mills, January 14, 1913:—

In re the application of W. W. Warburton, general manager of the London and Lake Erie Transportation Company, which operates a line of railway between London and Port Stanley, Ontario, for authority to change the places at which it makes stops in accordance with the terms of certain township by-laws which granted franchises to the said company. The applicant company alleges that the present places of stopping, fixed by the said by-laws, are within unreasonable distances, and it asks the Board to assist it in arranging for new stopping places regardless of the provisions of the said by-laws.

In a word, I would say, without raising the question of jurisdiction, that, in my opinion, the Board should not assume the responsibility of setting aside agreements covered by by-laws such as those referred to in Mr. Warburton's letter. If any changes in stopping places fixed by the said by-laws are desired, the company should, I think, negotiate with the municipalities interested.

Judgment, Chief Commissioner Drayton, January 20, 1913:—

I agree with Commissioner Mills in the disposition that he would make of this case.

The submission of the applicant company is that it should be permitted to change the places at which it is compelled to make stops, in accordance with the terms of certain municipal by-laws, on the ground that public convenience will be served by cutting out entirely a number of the stops, the applicant company being of the view that there are too many of them and at unreasonably short distances.

The franchise under which the applicant company operates was granted the South Western Traction Company under municipal by-law. The lines of the South Western Traction Company being taken over by the applicant company, that company is bound by these franchises and by the by-laws.

Section 11 of the Act incorporating the London and Lake Erie Company provides that:—

> "Nothing in this Act, or done under or by virtue of the powers hereby granted shall alter or affect the provisions of any municipal by-law heretofore passed relating to the South Western Traction Company and confirmed by agreement with the said company, or to any portion of the South Western Traction Company's railway heretofore constructed, or which may hereafter be constructed by the company, or contained in any agreement between any municipality and the South Western Traction Company; but all such agreements and by-laws shall continue and remain in force as between the municipality and the company.'

The application must be dismissed.

APPENDIX 'D.'

SIR,—I have the honour to submit for the Eighth Report of the Board, a memorandum of the Freight, Passenger, Express, Telephone, Telegraph and Sleeping and Parlour Car Schedules filed with the Board from November 1, 1904, when, by order of the Board, under the authority of section 311 of the Railway Act, 1903, the railway companies commenced filing their tariffs, to March 31, 1912, and from April 1, 1912, to March 31, 1913, inclusive; also, of the more important orders relating to traffic, issued by the Board to March 31, 1913:—

SCHEDULES RECEIVED FROM NOVEMBER 1, 1904, TO AND INCLUDING MARCH 31, 1912.

Freight—			
Local tariffs	5,503		
Supplements	13,165	18,668	
Joint tariffs	10,628		
Supplements	33,762	44,390	
International tariffs	37,192		
Supplements	135,061	172,253	
			235,311
Passenger—			
Local tariffs	4,628		
Supplements	4,016	8,644	
Joint tariffs	2,223		
Supplements	3,438	5,661	
International tariffs	*8,657		
Supplements	9,336	17,993	
			*32,298
Express—			
Local tariffs	4,118		
Supplements	26,166	30,284	
Joint tariffs	1,589		
Supplements	8,413	10,002	
International tariffs	1,693		
Supplements	878	2,571	
			42,857
Telephone—			
Local tariffs	804		
Supplements	687	1,491	
Joint tariffs	1,820		
Supplements	1,090	2,910	
International tariffs	421		
Supplements	3,340	3,761	
			8,162
Sleeping and Parlour Car—			
Local tariffs	47		
Supplements	26	73	
Joint tariffs	20		
Supplements	21	41	
International tariffs	25		
Supplements	28	53	
			167
Telegraph—			
Tariffs	78		
Supplements	58	136	136

Combined totals, all schedules, 318,931.

*Error of 200 short in addition of schedules in previous Report.

SCHEDULES RECEIVED FROM APRIL 1, 1912, TO AND INCLUDING MARCH 31, 1913.

Freight—			
Local tariffs	677		
Supplements	1,609	2,286	
Joint tariffs	2,299		
Supplements	6,997	9,296	
International tariffs	9,450		
Supplements	28,168	37,618	
			49,200
Passenger—			
Local tariffs	676		
Supplements	1,116	1,792	
Joint tariffs	402		
Supplements	1,050	1,452	
International tariffs	952		
Supplements	2,578	3,530	
			6,774
Express—			
Local tariffs	318		
Supplements	16,749	17,067	
Joint tariffs	141		
Supplemtns	678	819	
International tariffs	50		
Supplements	58	108	
			17,994
Telephone—			
Local tariffs	60		
Supplements	102	162	
Joint tariffs	66		
Supplements	1,017	1,083	
International tariffs	1		
Supplements	805	806	
			2,051
Sleeping and Parlour Car—			
Local tariffs	2		
Supplements	7	9	
Joint tariffs	1		
Supplements	4	5	
International tariffs	2		
Supplements	6	8	22
Telegraph—			
Tariffs	7		
Supplements	10	17	17

Combined totals, all schedules, 76,058.
Grand total, 394,989.

SUMMARY OF TRAFFIC ORDERS OF GENERAL INTEREST.

16225, April 3.—Vancouver, Fraser Valley and Southern Railway required to publish joint rates on lumber to points on the Canadian Pacific and Canadian Northern railways on the basis of one cent per 100 pounds over the rates from Vancouver and New Westminster, and to publish local rates on the same basis as the Canadian Pacific and Great Northern Railways in similar territory.

16226, 16227, 16228, April 3.—Increased tolls on commodities from Port Arthur and Fort William to points west disallowed.

16276, April 11.—Advanced rates on coal from Niagara frontier to points in Ontario suspended.

16306, April 12.—Express free collection and delivery limits prescribed for Chapleau, Ont.

16341, April 17.—Telegraph companies required to make free delivery of messages in St. Boniface, Man.

16400, April 23.—Express free collection and delivery limits prescribed for Sydney, N.S.

16452, May 6.—Express free collection and delivery limits prescribed for Kamloops, B.C.

16453, May 6.—Prescribes reduced rates on coke from Toronto and Hamilton, Ont.

16468, May 6.—Express free collection and delivery limits prescribed for Toronto, Ont.

16479, May 1.—Gramophones and phonographs reduced to the classification of musical instruments.

16514, May 14.—Express free collection and delivery limits prescribed for Kelowna, B.C.

16556, May 17.—Telegraph companies required to restore rate of 25 cents per 100 words on "Press specials" in the Maritime Provinces.

16558, May 20.—Express free collection and delivery limits prescribed for Grand Falls, B.C.

16710, June 4.—Revised rule relating to baggage of excess size approved.

16850, June 17.—Express free collection and delivery limits prescribed for Shawenegan Falls, Que.

16851, June 22.—Express free collection and delivery limits prescribed for Rivière-du-loup, Que.

16858, June 24.—Express free collection and delivery limits prescribed for Three Rivers, Que.

16896, June 24.—Express free collection and delivery limits prescribed for Montreal, Que.

16900, June 27.—Carriers required to indicate changes in rates in their tariffs by the use of prescribed symbols.

17055, July 17.—Express free collection and delivery limits prescribed for Estevan, Sask.

17119, July 22.—Stop-over for completion of carloads of canned goods ordered at Cobourg and Bowmanville, Ont.

17257, August 21.—Supplement No. 11 to Express Classification for Canada approved.

17384, September 4.—Prescribes express rates on cream Port Arthur and west in the provinces of Ontario, Manitoba, Saskatchewan and Alberta.

17589, September 24.—Express free collection and delivery limits prescribed for Maple Creek, Sask.

17610, September 30.—Express free collection and delivery limits prescribed for Summerside, P.E.I.

17619, September 25.—Joint rates on lumber from Port Arthur and Fort William to points on the Superior branch of the Grand Trunk Pacific Railway to be not higher than one cent above the rates from Westfort, Ont., to the same points.

17623, October 1.—Express free collection and delivery limits prescribed for Fredericton, N.B.

17624, October 1.—Express free collection and delivery limits prescribed for Rouleau, Sask.

17786, October 17.—Express free collection and delivery limits prescribed for Halifax, N.S.

17826, October 23.—Tariffs of increased rates on pulpwood to points in the United States suspended.

18057, November 20.—Express free collection and delivery limits prescribed for Woodstock, N.B.

18058, November 20.—Express free collection and delivery limits prescribed for Wolfville, N.S.

18097, November 20.—Express free collection and delivery limits prescribed for MacLeod, Alta.

18098, November 20.—Express free collection and delivery limits prescribed for Windsor, N.S.

18099, November 20.—Express free collection and delivery limits prescribed for Sackville, N.S.

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18449, January 7.—Restoring and continuing the rate on crushed stone from St. Davids, Ont., to Toronto.

18489, January 7.—Express free collection and delivery limits prescribed for Megantic, Que.

18495, January 14.—Supplement No. 5 to Canadian Freight Classification No. 15 approved; the entire issue to be consolidated and published as Classification No. 16.

G.O. 100, January 16.—Revised regulations for the transportation of explosives approved.

18578, January 23.—Mileage tariffs on "ex-lake" corn to be reduced so as not to exceed the rates on "ex-lake" wheat, oats and barley.

18738, February 19.—Rates on lumber reduced from British Columbia points to points east of the Red River in Manitoba.

18771, February 19.—Rates on lumber reduced from British Columbia to points in Saskatchewan and Alberta, north of the C.P.R. main line.

18775, February 22.—Rates on wire fencing and wire netting reduced from Montreal to Ontario points.

18787, February 27.—Increased rates on pulpwood to points in the United States, suspended on October 23, 1912, allowed to become effective on August 15, 1913.

18811, March 1.—The Canadian Pacific Railway Telegraph required to accept for transmission over its land lines, messages delivered by the Marconi Wireless Telegraph Co. at Glace Bay and Louisburg.

18825, March 5.—Railway companies required to restore the arrangement whereby apples were carried to concentration points for completion of carloads and reshipment, at a reduction of one-third from the local tariff rates to concentration point.

18886, March 18.—The Bell Telephone Company required to compute extra mileage for North Toronto subscribers from the Toronto Exchange limits as they existed on January 1, 1911, and to give the Moore Park district the Toronto flat rates.

APPENDIX 'E.'

BOARD OF RY. COM. FOR CANADA,
OTTAWA, March 31, 1913.

A. D. CARTWRIGHT, Esq.,
Secretary Railway Commission,
Ottawa, Ont.

SIR,—I beg to submit herewith a list of examinations and inspections made by the Engineering Department of the Board in the field and office, covering the period from March 31, 1912, to April 1, 1913; in addition, railway location maps, profiles and books of reference have been compared and checked with the route maps. Several hundred detail plans of bridges, subways, structures of all kinds, power wire crossings, pipe crossing and interlocking plans have been examined in the office during the same period, all of which have been submitted, and approved by the Board.

I have the honour to be, sir,
Your obedient servant,

GEO. A. MOUNTAIN,
Chief Engineer.

LIST OF INSPECTIONS MADE BY THE ENGINEERING DEPARTMENT FROM MARCH 31, 1912, TO APRIL 1, 1913.

April 1.—Inspection of spur line of railway from Lambton to Weston, Ont., on the line of the Grand Trunk railway.

April 10.—Inspection of branch line of Canadian Pacific Railway to Longue Pointe, through the city of Montreal and town of Maissonneuve, P.Q.

April 11.—Inspection *re* application of Winnipeg Board of Trade for extension of telegraph delivery limits.

April 12.—Inspection of Brandon, Saskatchewan and Hudson Bay railway for exemption from fencing portions of its line from international boundary to Brandon, Man.

April 16.—Inspection of the Montreal terminals of the Canadian Pacific railway *re* Park Avenue crossing, Outremont, P. Q.

April 16.—Inspection of siding at Bashaw, Alta., on the line of the Grand Trunk Pacific railway, Tofield, Calgary branch.

April 17.—Inspection of crossing of Canadian Northern Ontario railway by the Campbellford, Lake Ontario and Western railway at Belleville, Ont.

April 17.—Inspection of crossing of Bay of Quinte railway by the Campbellford and Lake Ontario railway.

April 18.—Inspection of location of the Canadian Northern Ontario railway in the vicinity of Belleville, Ont.

April 19.—Inspection of branch line of the Canadian Pacific railway near Forsyth street and Moreau street, Montreal, P.Q., in the parish of Longue Pointe.

April 20.—Inspection of crossing of the public road by the Canadian Northern Ontario railway three miles west of Brighton, Ont.

April 24.—Inspection of Georgian Bay and Seaboard railway *re* farm crossing for Joseph Meehan.

April 24.—Inspection of Central Vermont railway in Canada *re* packing of frogs and switches.

April 24.—Inspection of derailment on the line of the Canadian Northern Quebec railway near Lac à la Tortue station, P. Q.

April 25.—Inspection of Canadian Pacific railway *re* farm crossing for H. Sawyer, five miles west of Revelstoke, B. C.

April 25.—Inspection of Great Northern railway from Laurier to Danville for exemption from fencing.

April 25.—Inspection of Great Northern railway from Chopaka to Keremeos, B.C., for exemption from fencing.

April 26.—Inspection of site of proposed station, one and one-half miles south of Guelph Junction on the line of the Canadian Pacific railway.

April 30.—Inspection of Sandwich extension for opening for freight traffic on the Essex Terminals railway at Sandwich, Ont.

May 1.—Inspection of interlocking plant at crossing of Michigan Central railroad on the line of the Essex Terminals railway at Walkerville, Ont.

May 2.—Examination of Diamond Crossing of London street railway and Canadian Pacific railway span on Richmond street, London, Ontario.

May 2.—Application of J. R. Pole, of Appin, Ont., for farm crossing on the line of the Grand Trunk railway at Appin, Ont.

May 3.—Inspection of highway crossing one mile west of Grass Hill station, Ont., on the line of the Grand Trunk railway at Grass Hill, Ont.

May 4.—Inspection of Edmonton, Dunvegan and British Columbia railway near Morinville, Alberta, *re* location of station.

May 9.—Inspection of crossing of Third Concession road township of Stamford, in the line of the Grand Trunk Railway Co.

May 8-9-10-11-14-15-18-20.—Inspection of sections on eastern division of Canadian Pacific railway for extension of fencing.

May 9.—Inspection of site of grade level crossing asked for by parish of St. Cuthbert on the line of the Canadian Pacific railway at St. Cuthbert.

May 12.—Inspection of Canadian Northern Ontario railway *re* farm crossing for George Boyce, lot 22, township of Nepean, Ont.

May 12.—Inspection for traffic from Ruskin to Stave Falls on Western Canada Power Company's line.

May 13.—Inspection of the Great Northern railway from Guichon to Cloverdale, for exemption of fencing.

May 13.—Inspection of the Great Northern railway from Blaine to Colebrook for exemption of fencing.

May 13.—Inspection of the Great Northern railway from Colebrook to Brownsville, for exemption of fencing.

May 13.—Inspection of yard. Location of station on the line of the Grand Trunk railway at Richmond.

May 14.—Inspection of Burrard inlet Interlocker crossing Canadian Pacific Railway tracks at Vancouver on the line of the Great Northern railway and Canadian Pacific railway.

May 14.—Inspection of the Great Northern railway from Cloverdale to Sumas for exemption of fencing.

May 15.—Inspection of slide near mile 125, Ocean Park, on line of the Great Northern railway.

May 15.—Inspection of trestle over track, Nanaimo Coal Co. near Nanaimo, on the line of the Esquimalt and Nanaimo railway.

May 15.—Inspection of bridge at Farnham *re* breakage of pier at Farnham, Que., on the line of the Central Vermont railway.

May 16.—Examination of washout at culvert two miles north of St. Armand, on the line of the Central Vermont railway.

May 21.—Inspection of Main Street crossing at Victoriaville, Que., on the line of the Grand Trunk railway.

May 21.—Inspection of bridges, culverts and ditches at Bulstrode *re* complaint of citizens, Bulstrode, on the line of the Grand Trunk railway.

May 23.—Examination of washout at culvert one mile west of Bellevue Junction, on the line of the Quebec, Montreal and Southern railway.

May 23.—Inspection of bridge over the St. François river, on the line of the Quebec, Montreal and Southern railway.

May 23.—Inspection of Canadian Pacific railway for authority to open for traffic bridge 148·6 Portal subdivision.

May 25.—Inspection of interlocking plant at Nipissing Junction on the line of the Grand Trunk railway.

May 31.—Inspection of interlocking plants at Venlauye canal and St. Lawrence river draw bridge at Coteau, Que., on the line of the Grand Trunk railway.

June 1.—Inspection of Canadian Pacific railway second main line double track between St. Martin's Junction and Ste. Therese, Que.

June 1.—Inspection of the Grand Trunk Pacific railway east of Prince Rupert, mile 100 to 164, opening for traffic.

June 3.—Inspection, opening for traffic, Canadian Pacific Railway Company's second track between Douglas, mileage 92·4, to Carberry, mileage 105·7; distance, 13·3 miles.

June 4.—Inspection of boundary subdivision bridge, mile 69·3, on the line of the Canadian Pacific railway, inspection for traffic.

June 4.—Inspection of crossing, Canadian Pacific railway at Grand Trunk track, Vancouver, for farm crossing on the line of the Canadian Pacific railway.

June 5.—Inspection, Grand Trunk Pacific Railway Company's application for authority to build a spur to serve Union stock yards in St. Boniface, crossing Springfield road, Dawson road and the line of the Canadian Northern railway.

June 5.—Inspection of the Canadian Pacific railway at highway crossing between counties of Wellington and Waterloo, just west of Wallenstein station, Ont.

June 6.—Inspection of Canadian Pacific railway for exemption from fencing portions of line of Ignace subdivision.

June 7.—Inspection of Canadian Pacific railway under section 237 for authority to construct its Moosejaw northwest branch across highways at mileage 100·051.

June 7.—Inspection of Okanagon and Arrow Lake subdivision on line of Canadian Pacific railway for exemption from fencing.

June 8.—Inspection of falling rock on track at Fisherman, B.C., on line of the Canadian Pacific railway.

June 10.—Inspection of Nakusp, Slocan and Lardo, on the line of the Canadian Pacific railway, for exemption from fencing.

June 10.—Inspection of proposed station grounds of the Canadian Northern Ontario railway at Smith's Falls, Ont.

June 10.—Inspection of farm crossing for J. Polk, lot 13, concession 2, township of Bastard, on the Canadian Northern Ontario railway.

June 10.—Inspection of location of Canadian Northern Ontario railway through farm of W. G. Mattice, township of Bastard, *re* Cattle pass.

June 12.—Inspection of the general location of the Canadian Northern Montreal Terminal and Tunnel Company, in the city of Montreal.

June 13.—Inspection of farm crossings on Canadian Pacific railway line near Pont Rouge, Que.

June 14.—Inspection of work done by order No. 14274 along Mr. Joseph Bejnoche's farm on the Grand Trunk railway line near Grande Line, Que.

June 15.—Investigation and report *re* spur at Edmonton leading to Pintsch Compressing Company.

June 19.—Inspection, west of Edmonton, mile 874·6 *re* public road crossing on the line of the Grand Trunk Pacific railway.

June 24.—Inspection of half-interlocker installed on spur line of Canadian Copper Company at crossing of Algoma Eastern railway, near Copper Cliff, Ont.

June 24.—Inspection of interlocking plant at the crossing of the Grand Trunk railway by the Georgian Bay and Seaboard railway, near Eldon, Ont.

June 25.—Inspection of interlocking plant on the line of the Georgian Bay and Seaboard railway at crossing of Canadian Northern Ontario railway, near Brechin, Ont.

June 26.—Inspection for opening of traffic of the line of the Algoma Central and Hudson Bay railway north of Sault Ste. Marie, mileage 85 to 93.

June 26.—Inspection for opening for traffic Canadian Pacific Company's Moosejaw branch, southwesterly from mileage 27·4 to mileage 35·0 distance 7·6 miles.

June 26.—Inspection Great Northern railway from Abbotsford to Kilgard, for freight traffic.

June 27.—Inspection Mission branch at Mitsqui interlocking plant on the line of the Canadian Pacific railway and Great Northern railway.

June 27.—Inspection of Temiskaming branch of the Canadian Pacific railway in connection with exemption from fencing.

June 27.—Inspection for opening for traffic Canadian Northern Railway Company's second track from Moosejaw, mileage 0·6 to 16·2; distance, 15·6 miles.

June 28.—Inspection *re* location between Hope, B.C., and Coquahalla Summit on the Kettle Valley and Great Northern railway.

July 2.—Inspection of crossing of Grand Trunk railway by Campbellford, Lake Ontario and Western railway at Cobourg, Ont.

July 2.—Inspection of crossing of Ottawa street, Hamilton, Ont., by the double track main line of the Grand Trunk railway.

July 2.—Inspection of Hamilton Radial railway where it runs along the highway on Burlington Beach.

July 5.—Inspection of Grand Trunk Pacific crossing main line yards, Canadian Northern railway, leading into Union Stock Yards Company, St. Boniface.

July 8.—Inspection of interlocking plant at the draw bridge over the St. Lawrence river and Soulange canal on the Grand Trunk railway.

July 8.—Inspection of crossing of Michigan Central railroad by Niagara, Welland and Lake Erie railway at East Main street, Welland, Ont.

July 9.—Inspection of Atlantic, Quebec and Western railway for opening for traffic from Grande river to Gaspé station, Que.

July 10.—Inspection of the Atlantic, Quebec and Western railway in connection with intercrossing for Messrs. Shannon and Lalievre.

July 10.—Inspection of highway and farm crossing on Canadian Pacific railway at St. John and Admunston, N.B.

July 11.—Inspection of cattle guards on the Atlantic, Quebec and Western railway at Ste. Adelaide de Pabos, P.Q.

July 13.—Inspection, Grand Trunk Pacific application for road diversion in the northeast half section 8, range 23, township 7, west second meridian, district of Yorkton, Sask.

July 13.—Inspection, complaint, K. McCauley, Kamsack *re* drainage on line of Canadian Northern railway, 34-29-32, west first meridian.

July 13.—Inspection, interlocking plant at crossing of the Canadian Pacific railway at Emerson by Canadian Northern railway, St. Boniface, Man.

July 13.—Inspection, Grand Trunk Pacific *re* their lines to cross the double track Fort William Electric railway on Syndicate avenue.

July 13.—Inspection of switches at Camrose crossing.

July 27.—Inspection of interlocker on the Canadian Pacific railway at Fergus, Ont.

July 17.—Inspection, Morinville to Athabaska Landing on the line of the Canadian Northern railway to report condition.

July 17.—Inspection, public road crossing between section 9 and 10-65-22, west 4th meridian, on the line of the Canadian Northern railway.

July 26.—Inspection of opening for traffic, Grand Trunk Pacific railway, Young-Prince Albert branch, from mileage 45·5 to Wakaw, mileage 67·0; distance, 21·5 miles.

July 26.—Inspection, opening for traffic, Canadian Pacific Railway Company's second track, Kenora subdivision, from mileage 114·54 to 119·06; distance, 54·2.

July 26.—Inspection Grand Trunk Pacific Railway Branch Lines Company, under section 158, for approval of location of its Regina-Moosejaw branch, mileage 40·1 to 47·75.

July 26.—Inspection of Canadian Northern railway *re* highway crossings at Yarker and Newburg, Ont.

July 26.—Inspection of cattle pass on the Brockville, Westport and Northwestern railway at Lyn, Ont.

August 2.—Inspection of grade on the Lindsay, Bobcaygeon and Pontypool railway along the property of the Beal Leather Company, at Lindsay, Ont.

August 5.—Inspection of proposed location of Canadian Northern Ontario railway in township of Dorion.

August 6.—Inspection, Montrose avenue, Abbottsford, under crossing on the Great Northern railway, to check up accounts.

August 7.—Inspection, opening for traffic from Morinville to Athabaska Landing on line of the Canadian Northern railway.

August 9.—Inspection, Clover Bar spur to Humberstone mine, on line of the Grand Trunk Pacific *re* condition of mine.

August 15.—Inspection for opening for traffic of the Algoma Central and Hudson Bay railway from Hawk Lake Junction to Hobon, Ont., mileage 164 to 194.

August 16.—Inspection of Alberni Station site on the Esquimalt and Nanaimo railway, Vancouver Island, B.C.

August 17.—Inspection of C.P.R. from Vancouver to Kamloops, B.C. *re* exemption from fencing.

August 18.—Inspection for freight traffic from Pincher Creek to Beaver Mines on the line of the Kootenay Alberni railway.

August 18.—Inspection for traffic from Caithness to Waldo on the line of the Canadian Pacific railway.

August 20.—Inspection to report conditions from Laggan to Lake Louise, on the line of the Grand Trunk railway.

August 22.—Inspection of complaint of E. Linberg, watercourse at Hastings Creek, near Tofield, on the line of the Grand Trunk Pacific railway.

August 28.—Inspection of spur from Grand Trunk railway to the Ontario Hospital for the Insane at Whitby, Ont.

August 29.—Inspection of site for proposed diversion of Coldwater river and crossing facilities by the Canadian Pacific railway.

August 29.—Inspection of the interlocking plant on the Grand Trunk railway at crossing of Union stock yards siding with the Toronto Suburban railway on Keele street, near St. Clair avenue, Toronto.

August 27.—Inspection of complaint of R. Stuart Ross, Swift Current, against Canadian Pacific railway *re* farm crossing.

August 29.—Inspection, opening for traffic, Canadian Pacific Railway Company's Weyburn to Lethbridge branch from Ogama, mileage 52·20, to Viceroy, mile 75·85; speed restrictions of 15 miles per hour removed.

August 30.—Inspection, opening for traffic, Canadian Pacific Railway Company's Swift Current southeasterly branch from Neville, mileage 27·4, to Vamguard, mileage 43·6; distance, 16·2 miles.

August 30.—Inspection of Canadian Pacific railway in connection with complaint of E. Agnews, of Campbellville, Ont., *re* fencing.

August 30.—Inspection of Kootenay Valley railway in connection with farm crossing, 28 miles west of Midway.

September 4.—Inspection of Canadian Northern Ontario railway in township of Camden, county of Addington, for fencing for traffic.

September 4.—Inspection of proposed crossing of Bridge street, Yarker, Ont., by the Canadian Northern Ontario railway.

September 5.—Inspection of Grand Trunk railway, near Gadshell *re* farm crossing for J. Rogers, lot 7, concession 10, township of Ellice.

September 5.—Inspection of Grand Trunk railway from Dunnville to Caledonia *re* condition of track.

September 5.—Inspection of Grand Trunk railway siding at Cainsville, Ont.

September 6.—Inspection of interlocking plant at crossing of Montreal Park and Island railway by spur from Grand Trunk railway to Canada Car Company's premises at Turcot, Que.

September 7.—Inspection of double track of the Canadian Pacific railway, between St. Johns and Adirondack Junction, Que.

September 7.—Inspection of the Grand Trunk Pacific *re* Entwistle road to ascertain if it is suitable for public highway traffic.

Septmber 9.—Inspection of location of spur for the North American Smelting Company from the Kingston and Pembroke railway at Kingston, Ont.

September 10.—Inspection, application of Mr. Hoffman, Borden, to have Shepard street or street farther west, opened across track of Canadian Northern railway in town of Borden, Sask.

September 11.—Inspection of Kingston and Pembroke railway for exemption from fencing highway diversion near Mississippi, Ont., and inspection of bridges.

Septmber 12.—Inspection of the British Columbia Electric railway from 24th street to Eburne Junction, for opening of traffic.

September 13.—Inspection of location of Canadian Northern Ontario railway through lot 18, ranges A and 1, township of Westmeath, Ontario.

September 14.—Inspection of gates erected at Aylwin, Joliette and Nicolet streets, Montreal, P.Q., on the Canadian Northern Quebec railway, September 15.

Septmber 15.—Inspection of Yamaska river bridge on the Central Vermont railway at Farnham, Que.

September 14.—Inspection for traffic Canadian Pacific Railway Company's Kootenay Central branch from Colville to Fort street, distance 23.0 miles.

September 15.—Inspection of Grand Trunk Pacific Prince Rupert, to mile 164, *re* condition of track.

September 9.—Inspection and report of application Canadian Northern railway, for cut-off in west end of their yards with new yards at St. Boniface, lying east of Dawson road and St. Boniface.

September 15.—Inspection of Grand Trunk Pacific east of Prince Rupert, mile 164 to 174, *re* opening for traffic.

September 16.—Inspection of St. Lawrence and Adirondack railway at St. Stanislas, P.Q., *re* farm gates.

September 17.—Inspection, opening for traffic, Canadian Pacific Railway Company's Nakusp branch, from Three Forks to Bear Lake; distance, 5·2 miles.

September 20.—Inspection of Canadian Pacific railway, Vancouver, *re* application to terminate siding agreement with Vancouver Ice and Cold Storage Company.

September 23.—Inspection, Kootenay Valley railway road crossing, station 383·57, west of Trout creek, 7·3 miles west of Penticton, *re* level crossing not dangerous when work is completed.

September 25.—Inspection of crossing Niagara, St. Catharines and Toronto railway with Grand Trunk railway at Welland avenue, St. Catharines.

September 27.—Inspection, opening for traffic, Grand Trunk Pacific Railway Company's branch line, Regina Boundary branch from Regina, mileage 0, to Colfeet, mileage 47·9.

September 26.—Inspection of crossing of Ferguson avenue and O'Reilly street by the Toronto, Hamilton and Buffalo railway in city of Hamilton.

Septmber 26.—Inspection of farm crossing of J. B. Leonard and W. Copp on the Hamilton Radial railway at Oakville, Ont.

September 25.—Inspection of complaint of James Arthur Pasqua *re* cattle pass against Grand Trunk Pacific railway.

September 27.—Inspection of farm crossing of Mr. Armstrong on the Grand Valley railway near Brantford, Ont.

September 28.—Application of London street railway and Canadian Pacific spur diamond crossing Richmond street, London, Ont.

September 30.—Inspection of proposed road diversion of highway between concessions 9 and 10, on the line of the Canadian Northern railway in township of Fitzroy.

September 30.—Investigation order 16930, authorizing Grand Trunk Pacific railway to maintain separate branch line to serve Union stock yards in St. Boniface, Man.

October 3.—Inspection of Chambers street crossing at Smiths Falls, Ont., by the Canadian Pacific railway.

October 3.—Inspection Neelin and Glenora branch of Grain Growers' Association *re* track condition between Geemay and Wakopa, Canadian Northern railway.

October 3.—Inspection re complaint of Ray Williams, Alberta Coal branch, mile 37, on the line of the Grand Trunk Pacific railway.

October 4.—Inspection for traffic of Alberta Coal branch mile 0 to 40, on the line of the Grand Trunk Pacific railway.

October 4.—Inspection *re* opening of Kelly avenue, Edmonton, street crossing on lines of the Grand Trunk Pacific and Canadian Northern railways.

October 4.—Inspection of farm crossing of O. Brazeau at Cushing, P.Q., on the Canadian Northern Quebec railway.

October 7.—Inspection for traffic from Merritt to a point 29 miles east on the line of the Kootenay Valley railway.

October 7.—Inspection for traffic from Midway to Carnie, 46 miles, on the line of the Kootenay Valley railway.

October 8.—Inspection of Canadian Pacific railway double track, Adirondacks Junction to St. Constant, P.Q.

October 10.—Inspection of Atlantic, Quebec and Western railway *re* complaint of municipality of Grand River, Que., in connection with drainage highway and farm crossings.

October 11.—Inspection, opening for traffic, Regina Boundary line from Colfax, mileage 47·9, to Talmage, mileage 66·5; distance, 18·6 miles.

October 12.—Inspection, opening for traffic, Grand Trunk Pacific Regina to Moosejaw line from Moosejaw, at mileage 0, to mile 7 siding, mileage 34·7 miles.

October 12.—Inspection of Canadian Pacific railway from Fredericton station to Victoria, N.B.

October 15.—Inspection of Grand Trunk Pacific from Moosejaw main street crossing.

October 17.—Inspection of highway crossing at Sharbot Lake, Ont., on the line of the Canadian Pacific railway.

October 17.—Inspection, application Canadian Pacific railway for leave to cross the following highways with extension of its yards at Transcona: (1) Road on east of East Selkirk main line where it crosses lot 59; (2) Panet or Bird's Hill road; (3) Oxford street, municipality of Springfield.

October 17.—Inspection of Canadian Pacific Railway Company's application for leave to construct sewer and water pipes across public highway crossing the east Kildonan raod, known as Kelvin avenue, where it crosses lot 58 in the parish of Kildonan.

October 18.—Inspection, opening for traffic Grand Trunk Pacific railway, Biggar-Calgary line, from Biggar to No. 1 siding, 7·1 miles.

October 21.—Inspection of Canadian Northern Ontario railway *re* application for cattle pass from R. Hodgins of township of Fitzroy, county of Carleton, Ont.

October 21.—Inspection Grand Trunk Pacific Tofield-Calgary line, mile 121·4 to 162·6, *re* inspection for freight traffic.

October 23.—Inspection of location of Campbellford, Lake Ontario and Western railway through the farm of N. Bellew, lot 6, concession 1, township of Murray.

October 23.—Inspection of location of Campbellford, Lake Ontario and Western railway through farm of E. P. Flendall, lot 19, concession A, township of Murray.

October 23.—Inspection of application for authority to construct across Nairn street, in Winnipeg, one additional track on its new or South Manitoba line, known as Molson cut-off.

October 23.—Inspection, application of Canadian Pacific Railway Company for authority to construct an existing track on the Emerson branch; also additional track on the old or north main line across Montcalm street, in city of St. Boniface.

October 24.—Inspection of Canadian Pacific railway from Coronation to Consort, *re* inspection for freight traffic.

October 25.—Inspection, opening for traffic, Canadian Pacific Railway Company's second track from Belle Plaine, mileage 117·0, to Pasqua, mileage 126·6; distance, 10·5 miles.

October 26.—Inspection, opening for traffic, Canadian Pacific Railway Company's Moosejaw northwesterly line from Outlook, mileage 0, to Conquest, mileage 9·3.

October 26.—Inspection, opening for traffic, Canadian Pacific Railway Company's Wilkie northwesterly branch from mileage 0 to 27·8, removing speed limit of 16 miles per hour.

October 26.—Inspection of crossing of 6th avenue, Pointe aux Trembles, by the Canadian Northern Quebec railway.

October 28.—Inspection of Nipissing Central railway for opening for traffic, Haileybury to New Liskeard.

October 28.—Inspection, opening for traffic, Canadian Pacific Railway Company's Wilkie southwesterly branch from Wilkie to mileage 35·3.

October 29.—Inspection, Canadian Pacific railway, Bassano to Standard, for inspection for freight traffic.

October 30.—Inspection of crossing at Espanola, Ontario, on the line of the Canadian Pacific railway.

October 30.—Inspection of bridge connecting the city of Niagara Falls, New York, with the city of Niagara Falls, Ontario.

November 1.—Inspection of proposed crossing of the highway by the Canadian Northern Ontario railway between lots 8 and 9, range 2, township of Bristol, Que.

November 2.—Inspection, opening for traffic, Canadian Pacific Railway Company's second track from Secretan, mileage 44·7, to Chaplain, mileage 54·0; distance, 9·1 miles.

November 5.—Inspection of highway crossings in the municipality of Melbourne and Brampton Cove, P. Q., Orford subdivision of the Canadian Pacific railway.

November 5.—Inspection of location of Campbellford, Lake Ontario and Western railway through the farm of Edward Cox, lot 28, concession 1, township of Cramoke, Ont.

November 6.—Inspection of Grand Trunk railway at Huntingdon, P. Q., *re* farm crossings of Messrs. Jones, Sherriff and Shearer.

November 6.—Inspection of proposed crossing of highway between lots 6 and 7, concession B. F., township of Clarke.

October 29.—Inspection of crossing of 6th avenue, Pointe aux Trembles, over track of Canadian Northern Quebec railway.

November 6.—Inspection of crossing of highway between lots 20 and 21, township of Clarke, by the Campbellford and Lake Ontario and Western railway.

November 6.—Inspection of crossing of highway between lots 10 and 11, concession B. F., township of Clarke, by the line of the Campbellford, Lake Ontario and Western railway.

November 6.—Inspection of farm crossing on the Campbellford, Lake Ontario and Western railway in the township of Darlington, Ont.

November 6.—Inspection of location of Campbellford, Lake Ontario and Western railway through farm of James Cowie, lot 35, concession 1, township of Cramabe, Ont.

November 9.—Inspection of application, city of Fort William for order to install safety appliances for protection to pedestrians, traffic, etc., at intersection of Gore street with the main line of the Canadian Northern railway, city of Fort William.

November 14.—Investigation and report *re* application Department of Public Works, Province of Saskatchewan *re* complaint, Council Boards of L.I.D. Nos. 464, 493 and 494, against conditions of crossings on vicinity of Shelbrooke, Sask., on the Canadian Northern railway.

November 16.—Inspection of application, city of Brandon, to cross with its municipal railway, the Canadian Northern railway at 10th street.

November 19.—Inspection of Algoma Eastern railway for opening for traffic from Crean Hill, at mileage 22, to West river, mileage 60·76.

November 19.—Inspection of Canadian Northern Ontario railway *re* cattle passes and farm crossings at South March and Bells Corners.

November 20.—Inspection of site of crossing asked for the township of Beckwith across the line of the Canadian Pacific railway, near Carleton Place, Ont.

November 21.—Inspection of double track of the Canadian Pacific railway between White river and Tarpon, mileage 0, to 3·5, for opening for traffic.

November 21.—Inspection of double track of Canadian Pacific railway between Geneva and Cartier for opening for traffic.

November 22.—Inspection of main line of Algoma Central and Hudson Bay railway, from mileage 95 to Hawk Lake, mileage 164·5, for opening for traffic.

November 22.—Inspection of Canadian Pacific railway double track between Lacadie and St. Claude, Que.

November 22.—Inspection of proposed highway crossing of the Canadian Pacific railway at grade on lot 6, concession 3, township of Neelon, Ont.

November 22.—Inspection of Canadian Pacific railway double track for opening for traffic, Cartier, White river, Schreiber and Nepigon subdivisions.

November 25.—Inspection, opening for traffic, Canadian Pacific Railway Company's Moosejaw Branch from Rosetown to Conquest, distance 34·3 miles, removed speed limit of 20 miles per hour.

November 27.—Inspection of Campbellford, Lake Ontario and Western railway *re* complaint of Messrs. Maxwell and Pearse about farm crossing near Malvin, Ont.

November 28.—Inspection, opening for traffic, Canadian Pacific Railway Company's Landon extension, from Tillson, mileage 28·7, to Alida, mileage 54·72; distance, 26·02 miles.

November 29.—Inspection of Georgian Bay and Seaboard railway *re* complaint of Mr. Calvert, of Seaboro, Ont., about farm crossing.

November 29.—Inspection of drains on the line of the Grand Trunk railway in township of Humberstone, Ont.

November 30.—Inspection of Grand Trunk Pacific from mile 1027·8 to 1095·3, for opening for traffic.

November 30.—Inspection, Great Northern railway, near New Westminster, *re* north road crossing.

November 30.—Inspection, Great Northern railway near New Westminster, Brunette street level crossing.

December 2.—Inspection, Great Northern Railway, road diversion near White Rock, B.C., *re* complaint of District of Surrey, B.C.

December 2.—Inspection of Great Northern railway, White Rock, B.C.; landowners want undercrossing.

December 2.—Inspection of Great Northern railway near New Westminster main line *re* spur for Delta Shingle Co.

December 3.—Inspection of Great Northern railway near Abbotsford, B.C., *re* Abbotsford Timber and Trading Company, asking permission to cross Great Northern railway with logging track.

December 5.—Inspection of proposed crossing of the Kingston road by the Campbellford, Lake Ontario and Western railway, near Bowmanville, Ont.

December 4.—Inspection of location of Campbellford, Lake Ontario and Western railway across lot 19, section 2, township of Sydney, Ont.

December 4.—Inspection of farm crossing for Mr. Denyes on the line of the Campbellford, Lake Ontario and Western railway.

December 10.—Inspection of location of Campbellford, Lake Ontario and Western railway through farm of Mrs. M. Hawly, lot 31, concession 8, township of Camden, Ont.

December 10.—Inspection and report of Canadian Northern railway, Saskatchewan railway, to construct its main line and tracks across the tracks of the Grand Trunk Pacific, Canora branch, Yorkton and Saskatchewan.

December 5.—Inspection of Grand Trunk railway through lots 10 and 11, concession 2, township of South Dumfries, Ont.

December 11.—Inspection of drainage on farm of Mrs. Plunkett, lot 4, concession 7, township of Vaughan, near Woodridge, Ont., on the line of the Canadian Pacific Railway Company.

December 11.—Inspection of location of Campbellford, Lake Ontario and Western railway through the farm of M. and W. Lawlor, lot 45, concession 9, township of Camden, Ont.

December 11.—Inspection of location of Campbellford, Lake Ontario and Western railway through lot 32, concession 8, township of Camden, Ont.

December 11.—Inspection of location of Campbellford, Lake Ontario and Western railway through farm of Mrs. Brown, lot 44, concession 9, township of Camden, Ont.

December 11.—Inspection of location of Campbellford, Lake Ontario and Western railway through Michael Kennedy's farm, lot 49, concession 9, township of Camden, Ont.

December 11.—Inspection of location of Campbellford, Lake Ontario and Western railway through lot 50, concession 9, township of Camden, Ont.

December 11.—Inspection of location of Campbellford, Lake Ontario and Western railway through John Kelly's farm, lot 50, concession 9, township of Camden, Ont.

December 11.—Inspection of cattle pass on farm of W. M. Dowling, lot 43 concession 9, township of Camden, on the line of the Campbellford, Lake Ontario and Western railway.

December 11.—Inspection of the location of the Campbellford, Lake Ontario and Western railway through farm of T. Kennedy, lot 45, concession 9, township of Camden Ont.

December 11.—Inspection for opening for traffic of second main line track of Canadian Pacific railway between Hedge, mileage 124·6 and 127·8, Nipigon subdivision, also between Ramsey and Woman river, Chapleau subdivision.

December 12.—Inspection, opening for traffic, Canadian Pacific Railway Company's second track from Secretan, mileage 44·9, to Walker, mileage 43·0; distance, 1·9 miles.

December 12.—Inspection, opening for traffic, Grand Trunk Pacific, Regina to Moosejaw branch, from mileage 37·7 to mileage 40.

December 14.—Inspection of Canadian Northern railway line where they propose to divert Main street in city of Moosejaw.

December 14.—Inspection *re* complaint of Mr. Neil Gilmore, Moosejaw, *re* cattle pass on his property on west of section 2-17-25 or Grand Trunk Pacific branch lines, Regina to Moosejaw.

December 16.—Inspection of Campbellford, Lake Ontario and Western railway across farm of John Pearce on south half of lot 4, concession 4, township of Scarborough, *re* overhead crossing.

December 13.—Inspection of double track of Canadian Pacific railway from a point north of diamond crossing of Grand Trunk railway at St. Johns to St. Johns station, P.Q., for opening for traffic.

December 16.—Inspection of Campbellford, Lake Ontario and Western railway across the farm of Thomas Maxwell on lot 12, concession 4, township of Scarborough, Ont., *re* farm crossing.

December 17.—Inspection of location of Canadian Northern Ontario railway between concessions 12 and 13, township of Chisholm, Ont.

December 17.—Inspection of crossing of River road, Welland, Ont., by the Toronto, Hamilton and Buffalo railway.

December 18.—Inspection of crossing of Ferguson avenue, Hamilton, Ont., by the Grand Trunk railway.

December 18.—Inspection of line of Canadian Pacific railway along Mr. D. Caillard's property in township of McKim and Neelon near Sudbury, Ont., *re* farm crossings.

December 19.—Inspection of Central Vermont railway *re* general condition of roadbed.

December 20.—Inspection of highway between Lyn and Brockville *re* crossing of double track of Grand Trunk railway on lot 21, concession 1, township of Elizabethtown, Ont.

December 21.—Inspection of proposed crossings of Centre, Simcoe, Albert and Prospect streets by the Compbellford, Lake Ontario and Western railway in town of Oshawa, Ont.

December 21.—Investigation and report *re* Grand Trunk Pacific and Midland railway at St. James interlocking plant.

December 21.—Investigation *re* application of city of Fort William for spur track leading off Canadian Pacific railway, paralleling Neebing avenue.

December 23.—Inspection, opening for traffic, Canadian Pacific Railway Company's Weyburn to Lethbridge branch from Viceroy, mileage 75·85 to mileage 112·00, distance, 36·15 miles.

January 7.—Inspection of Provin's farm crossing on the line of the Campbellford, Lake Ontario and Western railway.

January 7.—Canadian Northern Ontario railway's proposed crossing between 12th and 13th concessions, township of Chisholm, on the line of the Canadian Northern Ontario railway, in the township of Chisholm.

January 7.—Inspection of trestle in the Union Terminals yard, city of Winnipeg, over Toyloves spur.

January 8.—Inspection of complaint of P. E. Cherbo, *re* killing of cow on the line of the Canadian Pacific railway at Sidar, B.C.

January 8.—Inspection of siding facilities at Guelph Junction on the line of the Canadian Pacific Railway Company.

January 8.—Inspection of Mr. Gailland's application for crossing at Sudbury on the line of the Canadian Northern railway.

January 9.—Inspection of proposed crossing at Sight Hill avenue, Toronto, on the line of the Canadian Pacific railway.

January 9.—Inspection for opening for traffic of the Canadian Northern railway double track on Chapleau and Nipigon subdivision on the line of the Canadian Northern railway.

January 10.—Inspection of complaint of rural municipality of Walpole *re* condition of crossings in that district on the line of Maryfield-Lethbridge branch of the Canadian Northern railway.

January 10.—Inspection of complaint of rural municipality of Walpole *re* condition of crossings in that district on the line of the Brandon-Regina branch of the Canadian Northern railway.

January 10.—Inspection of Magnetawan River bridge, an investigation of accident on the line of the Canadian Pacific railway.

January 10.—Inspection for opening for freight traffic spur at Chinook Coal Company's mine, near Kipp, Alberta, on the line of the Canadian Pacific railway.

January 14.—Inspection of traffic bridges Nos. 79·2 and 87·2, Barryvale, Ont., on the line of the Kingston and Pembroke railway.

January 16.—Inspection and report of Canadian Northern railway lines in general.

January 16.—Inspection, opening for traffic, Canadian Pacific Railway Company's Moosejaw southwestern line from mileage 0 to Dunkirk, mileage 27·4.

January 17.—Inspection, opening for traffic, Canadian Pacific Railway Company's Swift Current southeasterly line from mileage 0 to Neville, mileage 27·4.

January 19.—Investigation, opening for traffic, Canadian Pacific Railway Company's Swift Current northwesterly branch, mileage 33 to Cabri, mileage 34·8, distance 1·8 miles.

January 20.—Investigation of highway crossing, one and one-half miles west of Brockville, on the line of the Grand Trunk railway.

January 21.—Inspection of proposed street crossing on the line of the Campbellford, Lake Ontario and Western railway, at Oshawa.

January 21.—Inspection of crossing on 27th street, Edmonton street railway, near north yard, Grand Trunk Pacific railway.

January 21.—Inspection for opening for traffic, Canadian Pacific Railway Company's second track, Swift Current subdivision, from Caron, mileage 16·2, to Mortlock, mileage 25·6; distance, 9·4 miles.

January 22.—Inspection of proposed site of subway on Dundas street, Whitby, Ont., on the line of the Campbellford, Lake Ontario and Western railway.

January 23.—Inspection of all lines of the Canadian Northern Quebec railway in the province of Quebec.

January 24.—Inspection, highway level over Fort Saskatchewan trail, east of Edmonton, on the line of the Grand Trunk Pacific railway.

January 24.—Inspection for traffic, Alberta Coal branch, mile 36·6 to 56·4, on the line of the Grand Trunk Pacific railway.

January 24.—Inspection case heard at Winnipeg, December 16, 1912, *re* Canadian Pacific Railway Company's application for authority to construct additional track across Nairn avenue.

January 27.—Investigation, this with Mr. McLeod, *re* complaint of Clifford Phipps for diversion of creek on the Canadian Northern railway, section 16, township 31, R. 15, W. 4th.

February 6.—Inspection of T. Manson's farm crossing, Oakville, Ont., on the line of the Grand Trunk railway.

February 6.—Inspection, near New Westminster, on the line of the Great Northern railway.

February 7.—Inspection, complaint of J. A. McConnell, of McConnell, on the line of the Canadian Northern railway.

February 7.—Inspection and investigation *re* report accident on Northern railway at M. P. 43, Rossburn subdivision, by which A. F. Wood was injured on June 4, 1912.

February 8.—Inspection of Lake Ste. Anne trail, between sections 9 and 16-54-26, W. 4 M., also between 9 and 10, in same township, on the line of the Canadian Northern railway.

February 12.—Inspection of Mack Winery road crossing, Stamford, Ont., on the line of the Grand Trunk railway and Michigan Central railroad.

February 13.—Inspection for passenger traffic, Pincher to Beaver Mines, on the line of the Kootenay and Alberta railway.

February 13.—Inspection of public road crossing on the line of the Kootenay and Alberta railway.

February 14.—Inspection of crossing of road allowance between concessions B. F. and I., township of Darlington, Ont., on line of Campbellford, Lake Ontario and Western railway.

February 15.—Investigation and report on application of the municipality of Waldeck, No. 166, *re* Canadian Pacific railway crossing North and South road allowance, section 33-16-11, W. 3rd, mileage 93·7.

February 17.—Inspection of proposed highway crossing, township of Clarke, on the line of the Campbellford, Lake Ontario and Western railway.

February 18.—Inspection of proposed crossing between lots 21 and 22, concession 1, Whitby, Ont., on the line of the Campbellford, Lake Ontario and Western railway.

February 18.—Investigation and report *re* Logan avenue crossing on the line of Canadian Pacific railway, city of Winnipeg.

February 18.—Investigation and report *re* application, Winnipeg electric street railway to cross spur track of Canadian Pacific railway, known as J. T. Griffin spur, Elmwood.

February 19.—Inspection of location of new water pipe to supply Mimico yards, New Toronto, Ont., on the line of the Grand Trunk railway.

February 20.—Inspection of application, Nash and Williams, to operate mine under railway, Edmonton, Dunvegan and British Columbia railway.

February 15.—Inspection of fence exemption, west of Edmonton, on the line of the Grand Trunk Pacific railway.

February 27.—Inspection of St. Remi and Decoucelle street crossing, Montreal, on the line of the Grand Trunk railway.

February 27.—Inspection of Papineau Avenue bridge, Montreal, on the line of the Canadian Pacific railway.

February 27.—Inspection of Living bridge across Lachine canal, Montreal, on the line of the Grand Trunk railway.

February 28.—Inspection of River Road bridge, St. Lambert, on the line of the Grand Trunk railway.

March 1.—Inspection of Red Deer Blackfalds spur on the line of the Canadian Pacific railway.

March 3.—Inspection of crossing in township of Scarborough, Cherrywood, on the line of the Campbellford, Lake Ontario and Western railway and Canadian Northern Ontario railway.

March 4.—Inspection of application of Bowennan's farm crossing at Cornell, on the line of the Michigan Central railroad.

March 4.—Inspection of interlocking plant at Canadian Pacific railway and Grand Trunk railway crossing, Woodstock, Ont., on the line of the Canadian Pacific and Grand Trunk railways.

March 5.—Examination of track *re* derailment, Leaside, Ont., on the line of the Canadian Northern Ontario railway.

March 4.—Investigation and report into matter of accident on the Canadian Northern Railway at Fort Rouge yards, Winnipeg, by which Walter Emery was injured.

March 4.—Inspection of complaint of M. J. Bates, Homewood, Man., *re* flooding of his property.

March 5.—Inspection of location of proposed interswitching track, Owen Sound, on lines of Canadian Pacific and Grand Trunk railways.

March 6.—Examination of track *re* derailment, Cayuga, Ont., on the line of the Wabash railway.

March 6.—Inspection for traffic, Hammond to Westminster Junction, double track on the line of the Canadian Pacific railway.

March 6.—Inspection, Langley Prairie Farmers' Committee *re* fencing, Cloverdale to Aldergrove, on the line of the Great Northern railway.

March 6.—Inspection for traffic, bridge No. 57·9, London subdivision, on the line of the Canadian Pacific railway.

March 7.—Inspection of line between Toronto and North Bay northern division on the line of the Grand Trunk railway.

March 7.—Inspection of frogs and turnout in yards at Vancouver on the line of the Great Northern railway.

March 8.—Inspection of petition of James Topham, Kennay, Man.

March 8.—Inspection of rails between Trout Lake and Powassan, Ont., on the line of the Grand Trunk railway.

March 10.—Inspection *re* fence exemption Keremeos to Princeton, on the line of the Great Northern railway.

March 11.—Inspection *re* fence exemption, international boundary to Midway, on the line of the Great Northern railway.

March 11.—Examination of track *re* derailment of passenger train, Casselman, Ont., on the line of the Grand Trunk railway.

March 12.—Inspection *re* exemption from fencing, Bedlington to Nelson, line of the Great Northern railway.

March 12.—Inspection of complaint from Creston Board of Trade *re* fencing, Bedlington to Nelson line, on the line of the Great Northern railway.

March 12.—Inspection of location of proposed subway on Liberty street, Bowmanville, on the line of the Campbellford, Lake Ontario and Western railway.

March 13.—Inspection of highway crossing between townships of Portland and Camden, Harrowsmith, on the line of the Canadian Northern Ontario railway.

March 14.—Inspection of March Road crossing, six miles west of Ottawa, township of March, on the line of the Canadian Pacific railway.

March 18.—Inspection of Thompson Road crossing, Bridgeburg, Ont., on the line of the Grand Trunk railway, Michigan Central railroad and Wabash railroad.

March 19.—Inspection of road diversion made in accordance with Board's order, Churchville, Ont., on the line of the Canadian Pacific railway.

March 19.—Inspection *re* exemption from fencing, international boundary to Rossland, on the line of the Great Northern railway.

March 19.—Inspection of overhead foot bridge at Queen street, Palmerston, erected in accordance with Board's order, Palmerston, Ont., on the line of the Grand Trunk railway.

March 20.—Inspection of railway companies' culverts and bridges across St. Pierre river, Rockfield, Que., on the lines of the Canadian Pacific railway and Grand Trunk railway.

March 22.—Inspection, Montrose avenue undercrossing on the line of the Great Northern railway.

March 27.—Inspection, opening for traffic, east of Prince Rupert, mile 181 to 195, on the line of the Grand Trunk Pacific railway.

March 31.—Investigation and inspection of Canadian Pacific railway crossing in the parish of Rosser and Kildonan.

APPENDIX "F"

ANNUAL REPORT OF THE OPERATING DEPARTMENT, FOR YEAR ENDING MARCH 31, 1913.

The work of the Department being so extensive, it is impossible, without occupying undue time and space, to make mention of all the details of the year's work. But the matters touched upon below, in addition to the various formal statements, will perhaps convey some idea as to the nature of the work in the department.

During the year ending the 31st of March, 1913, accidents to the number of 2,547 were reported by the various railway companies under the jurisdiction of the Board, covering 643 persons killed and 2,231 persons injured, as set forth in statement No. 1.

Statement No. 2 shows the total number of persons killed and injured and the nature of the accidents on each railway during the year.

Statement No. 3 shows separately the number of passengers, employees and others killed and injured, and the nature of the accidents.

Statement No. 4 shows the increases and decreases in the various accidents during the year, compared with similar accidents in the year ending March 31, 1912.

Statement No. 5 shows the increases and decreases in accidents by railways, compared with like accidents in the year ending March 31, 1912.

Statement No. 6 shows separately the increases and decreases of accidents to passengers, employees, and others during the year, compared with similar accidents in the year ending March 31, 1912.

Accidents to the number of 621, covering 277 persons killed and 865 injured, were investigated and reported upon by the Board's Operating Officers, as will be noted in statements Nos. 7, 8, 9, 10, and 11.

On referring to statement No. 6, the reader will observe that 154 more persons were killed and 320 more injured in 1913 than in 1912.

It is gratifying to note a decrease of 26 in the number of persons killed by derailments; but it is to be regretted that there is an increase of 96 in the number of persons injured by derailments. This increase, which appears somewhat large, has not been the result of an increase in the number of derailments. The increase, in fact, can be traced to three or four unfortunate derailments which occurred on the lines of the Grand Trunk, Wabash, and Bay of Quinte railways, due, so far as experts have been able to ascertain, in one case, to a broken tendertruck; in another, to a broken tire on the driving wheel of an engine; and in the others, to track conditions. Inquiries into derailments have brought out the fact that track conditions are largely responsible for such accidents. This is mostly accounted for by the fact that railway companies have not, on the whole, increased the efficiency of their roadbeds proportionately with the increases in the weight of their rolling stock.

As to the number of persons killed and injured in collisions, a glance at the figures under head-on collisions shows an increase of 18 in the number of persons killed, and of 50 in the number of persons injured. The figures under rear-end collisions show an increase of 3 in the number of persons killed, and 59 in the number of persons injured. In the case of the increase in head-on collisions, the unfortunate accident at Streetsville Junction on the C.P.R. on Thanksgiving day, 1912, might be made mention of as contributing largely. As to the increase in rear-end collisions, no particular accident can be singled out, the increase appearing to have been brought about by a number of accidents occuring mostly on the lines of the Grand Trunk and Canadian Pacific railways. It is indeed unfortunate that accidents, the result of head-

on and rear-end collisions, are on the increase. At first thought, it would seem almost imperative that railway companies should be required to adopt, without undue delay, some form of positive block system on all lines. But we must not lose sight of the very important fact that the great majority of such accidents result from the non-observance of operating rules in effect.

Under the heading of "Trespassers," it will be observed that 251 were killed, and 116 injured, an increase of 89 in the number killed, and a decrease of 6 in the number injured.

A division of the totals as above, shown by provinces, is as follows:—

	Killed.	Injured.
Ontario	132	62
Quebec	35	21
Alberta	19	7
Saskatchewan	14	10
British Columbia	31	7
Manitoba	14	6
New Brunswick	4	2
Novia Scotia	1	1
Yukon	1	
Total	251	116

It is suggested that railway companies take action against parties found trespassing on their property, as provided for by the statutes. Only in this way, it would seem, can this destruction of life be prevented.

It is gratifying to note a decrease in the number of highway crossing accidents. At protected crossings, there is a decrease of 3 killed and 12 injured; and, at unprotected crossings, a decrease of 7 killed and 5 injured. Investigations into accidents at protected crossings brought out the fact that in every case, with one exception, when gatemen neglected to lower gates, the injured person or persons were alone responsible. As to accidents at unprotected highway crossings, it might be noted that the bulk of such accidents happened at crossings where the view of trains was fairly good. In fact, more accidents happen at what might be considered non-dangerous crossings than at crossings where the view is very bad.

Accidents under the heading of "Unclassified" show a decrease of 41 killed and 176 injured. This is due to the fact that a number of new headings have been introduced, and, as a consequence, a number of accidents which heretofore appeared under "Unclassified," now appear under new headings. The same remark applies to accidents under the heading "Run down in yard, &c.," which shows a decrease of 132 injured. The accidents, under "Unclassified" are, as a rule, accidents of minor importance.

Accidents to employees resulting from the adjustment of couplers in the coupling and uncoupling of cars, show an increase of 18 killed and 29 injured. Inquiry into such accidents shows that employees are not careful enough when switching cars, being apparently willing to take chances and go between cars to adjust knuckles when the cars are in motion; and the matter of improvement in the way of decreasing injuries under this head is in the hands of the men themselves.

Under the heading "Locomotive dropped crown sheet of fire box" it will be noted that one employee was killed and ten injured, an increase of seven injured over last year. In every case the accident was due to low water.

The inspection of safety appliances on equipment has been given very close attention during the year, as will be seen from statement No. 12, which sets out in detail the various defects reported. During the year, 137,054 home and foreign cars

were inspected; and defects to the number of 14,186 were reported, the percentage of defects running up as high as 56·13.

While reports show that there has been a decided improvement in the up-keep of the equipment, etc., still there is ample room for closer attention and better work under this head.

The large percentage of home and foreign cars reported with air brakes inoperative would warrant the railway companies in issuing instructions to their inspectors at interchange points to give more careful attention to this very important safety appliance, as it would seem from the heavy percentage of foreign cars with defective air equipment reported, that sufficient attention is not being given to this part of the equipment by our Canadian railway inspectors at interchange points, as they are apparently accepting cars with air-brake defects which should be remedied before being accepted or be repaired before being allowed to proceed.

Reports also show that a very large percentage of uncoupling levers on both home and foreign cars are inoperative on account of defective conditions, such as broken chains, broken clevises, pins out of place, etc. This is a very important safety device for the prevention of men going between the cars, and should receive more consideration from the railway companies than they are apparently giving it at present.

While the conditions are such that in many instances it would warrant a fine being imposed upon the railway companies for the defective condition of these very important safety appliance devices, we find that when the attention of the railway officials is called to the defects, they are willing and ready at all times to remedy them. The defects complained of could be very easily remedied at very moderate cost by providing more suitable arrangements.

Reports show that safety appliances on passenger equipment are being well kept up; a decided improvement has been made in regard to the general up-keep of the cars; and the rules and regulations regarding the cleanliness of the interior of the cars is fairly well lived up to. During the year, 1,022 passenger cars were inspected.

During the year, locomotives to the number of 5,473 were inspected as regards safety and fire protection appliances, and the care of boilers and their appurtenances.

Reports show that order No. 16570 issued by the Board in connection with fire protection appliances is receiving careful attention from railway companies.

While there has been a decided improvement in safety appliances on locomotives, reports received still show a large number of defects, principally in uncoupling lever devices, hand grabs, broken springs, etc. However, railway companies immediately take steps to have the defects remedied on their attention being called to same.

In the matter of rules and instructions for the inspection and testing of locomotive boilers and their appurtenances, as per order No. 14115, dated April 14, 1911, reports received show 4,725 locomotives owned by railway companies under the jurisdiction of the Board; and the number of annual inspection reports and specifications of the locomotive boilers received would indicate that the railway companies are living up to the requirements of the order.

Number of monthly reports received	52,295
Number of annual reports received	3,745
Number of specifications received.	3,172

Since the inception of the Board of Railway Commissioners, the matter of railway safety appliance standards has been regulated by sections 264 and 268 of the Railway Act; and orders issued from time to time by the Board, until February 17, 1913.

In 1910, an Act to promote the safety of employees and travellers on railways was passed by the United States Congress, compelling all railroad companies under the jurisdiction of the Interstate Commerce Commission to equip their cars and

locomotives in accordance with the regulations known as the United States Safety Appliance Standards.

Owing to the large number of cars interchanged between Canada and the United States, and the number of locomotives used in international traffic, it was deemed advisable to have a uniform standard of safety appliances regulations for both countries; and, on recommendation of the Board's operating officers, after a hearing before the Board, order No. 102, dated February 17, 1913, was issued, standardizing safety appliance equipment, to conform to sections 264 and 268 of our Canadian Railway Act and the requirements of the Interstate Commerce Commission.

It will be noted from statement No. 13 that 90 highway crossings, at which accidents happened, were inspected and reported upon as to view, etc.

Statement No. 14 shows that 51 highway crossings were inspected and reported upon as to view, etc., on being complained of to the Board as being dangerous and requiring protection.

On referring to statement No. 15, we find that protection, in various forms, was provided at 87 highway crossings during the year. In almost every case, the Railway Grade Crossing Fund furnished financial assistance.

Statement No. 16 shows that station locations to the number of 184 were examined and approved during the year. The majority of the sites approved, it will be noted, cover points in Western Canada.

The principal orders concerning operating matters are summarized in statement No. 17.

Station buildings and surroundings, to the number of approximately 800, were inspected as to cleanliness, accommodation, etc., during the year.

Complaints of a general character, to the number of approximately 600, were inquired into, and reported upon by this department. These complaints are mentioned in the secretary's portion of the report for the year.

In addition to the large number of complaints of a formal nature, such as those above referred to, the inspectors have reported upon many other matters requiring attention—observed while doing other work, taken up in an informal way, and settled directly with the railway companies.

To accomplish the work briefly outlined herewith, has required the travelling of approximately 450,000 miles, or an average of 1,500 miles a day.

It is gratifying to notice that our principal railway companies are taking a deep interest in the "Safety First" idea; and, with such vigorous effort to reduce accidents to the minimum, there can be nothing but success in the end.

In order to reduce to a minimum the number of injuries to enginemen through derailment while running engine tender first, circular No. 103, issued January 3, 1913, directs all railways subject to the Board's jurisdiction to issue instructions requiring that engines running tender first, other than suburban tank engines equipped with pilot on tender, shall not exceed a speed of twenty (20) miles an hour.

On account of the number of accidents to employees through riding on engine pilots, railway companies have, by the issuance of circular No. 94, dated October 21, 1912, been directed to issue instructions to the effect that the practice of riding on engine pilots, except when switching in yards, be discontinued.

The matter of requiring railway companies to provide some definite form of protection for car repairers, as made mention of in circular No. 98, dated November 12, 1912, is still under consideration by the department. Railway companies are now filing statements giving the name of each point at which car repairers are located, and explaining the manner in which car repair tracks at such points are now protected.

Attention is called to the issuance of circular No. 102, under date of January 18, 1913, pointing out to the various railway companies the importance of issuing to officials in charge of motive power such instructions as will insure change of wheels

on locomotives and tenders before flanges are so badly worn as to come under the M.C.B. standard defect gauge, thereby reducing to a minimum the chance of derailment from sharp flanges.

The matter of standardizing the location of the emergency valve in passenger equipment was spoken to before the Board at a sitting in January, when it was suggested that further particulars be obtained.

The investigation of certain accidents attended by personal injury brought out the fact that, had the emergency valve been readily accessible, loss of life and property could, in many cases, have been prevented.

Railway companies are now filing plans of suggested standard location; and it is expected that the matter will be satisfactorily disposed of shortly.

Investigations into certain accidents attended by personal injury, the result of collisions and derailments, established the fact that a large number of passengers were killed and injured by the telescoping of cars.

With a view to having railway companies adopt some form of truck and body-bolster locking device, to prevent the trucks from leaving the body of car, thereby preventing cars from telescoping, the matter was spoken to before the Board at a sitting in February, at which sitting one of the principal railway companies submitted a model of a truck and body-bolster locking device recently put into use on a number of modern passenger cars.

In view of such device being only in the experimental stage, it was thought best to defer the matter for a time, to note results.

With the number of high speed motor cars now in use on the various railways, and the number being continually added to, the question of whether or not railways should be called upon to equip the same with a warning signal for use when approaching highway crossings, is under consideration as made mention of in circular No. 92, dated October 2, 1912.

Reference is herewith made to order No. 17211, dated July 24, 1912, requiring railway companies to adopt and put into force, not later than the first day of November, 1912, a uniform code of regulations, as approved by the Board, governing the testing of hearing and eye-sight of employees engaged in the operation of trains.

Several meetings have been held with officials of the electric railway companies under the Board's jurisdiction, with a view to their adoption of a uniform code of operating rules; but, on account of there being so much difference in the operating conditions of the various electric railways, it was found that it would be somewhat difficult to provide a satisfactory set of rules; so, in view of this, the matter of a uniform code of rules was dropped for the time being, and the various electric railway companies are now compiling and submitting to the Board for approval, operating rules applicable to their respective lines.

Positive protection from collision has already been provided at a large number of level, or what is known as "diamond" crossings, by the installation of interlocked signalling and derailing appliances; but there are still a great many level crossings at which the form of protection is not above criticism, and in order to bring about uniformity in the protection provided and establish adequate protection, the Engineering and Operating departments are jointly considering the advisability of requiring the installation of interlocking plants at all level crossings not so protected; but on account of the large number of such crossings and the special circumstances affecting each, it will take time to secure satisfactory results.

The matter of providing some efficient form of protection at junction points—where one line intersects another—is one of considerable importance. The railway companies are at present submitting particulars of protection, if any, now provided at the various junction points, for consideration by the Engineering and Operating departments; but, on account of the large number of junction points, it will be some time before the matter is finally disposed of.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT No. 1.—Showing the Number of Persons Killed and Injured on Various Railways in Canada under the jurisdiction of the Board for the Year ending March 31, 1913.

Name of Railway.	Passengers.		Employees.		Other Persons.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Algoma Central and Hudson Bay			1	1			1	1
Algoma Eastern and Tran. Co					1		1	
Bay of Quinte	2	23		2			2	25
Brockville, W. P. and N. W					1		1	
Boston and Maine			1				1	
British Columbia Electric					1	1	1	1
Canadian Pacific	13	143	140	281	147	76	300	500
Canadian Northern	1	32	21	490	23	22	45	544
Canadian Northern Quebec		17	5	74	4	2	9	93
Canadian Northern Ontario		2	10	22	2	8	12	32
Central Vermont		12	2	2		1	2	15
Central Ontario			1		1		2	
Dominion Atlantic			1	4	1	2	2	6
Grand Trunk	4	146	3	226	102	79	179	451
Grand Trunk Pacific			3	182	8	7	31	189
Great Northern				1				1
Klondike Mines					1		1	
Kingston and Pembroke			1	2	1		2	2
London and Lake Erie Trans. Co		2	2				2	2
Michigan Central	1	4	1	104	8	6	20	114
Niagara, St. Catharines and Toronto					1		1	
Ottawa and New York					1		1	
Oshawa		1			1		1	1
Pere Marquette		4	3	15	4	1	7	20
Quebec Ry., Light and Power Co			1				1	
Quebec, Montreal and Southern				7				7
St. Lawrence and Adirondack		1		5				6
Toronto, Hamilton and Buffalo		2	2	149	5	3	7	154
Temiscouata					1		1	
Vancouver, Victoria and Eastern		1	1	10	3	1	4	12
Winnipeg Joint Terminals			2	3	1	3	3	6
Windsor, Essex and Lake Shore				1	1	2	1	3
Wabash		20	2	22		4	2	46
	21	410	303	1,603	319	218	643	2,231

STATEMENT No. 2.—Showing the Character of Accidents Sustained by the Persons Killed and Injured on the Various Railways under the Jurisdiction of the Board for the Year ending March 31, 1913.

Name of Railway.	Derailment.		Collision head-on.		Collision rear-end.		Collision in yard.		Collision with cars standing foul of main line.		Collision with cars, account open switch.		Collision at level crossing.		Public highway crossing protected by gates.		Public highway crossing protected by bell.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Algoma Central and Hudson Bay																		
Bay of Quinte	2	25																
Brockville W. P. and N. W.																		
Boston and Maine																		
British Columbia Electric																		
Canadian Pacific	9	63	18	63	9	36	3	29							1	3	3	2
Canadian Northern		33		5	1	7	1	6										
Canadian Northern Quebec		20		2		1												
Canadian Northern Ontario	3	2																
Central Vermont												14						
Central Ontario																		
Dominion Atlantic		3																
Grand Trunk	3	126	3	31	5	34	3	5	2	1		1			5	2	1	2
Grand Trunk Pacific	2	12	2			2		4										
Great Northern																		
Klondike Mines																		
Kingston and Pembroke																		
London, Lake Erie Trans. Co			2	2														
Michigan Central		1				3	1	1										1
Niagara, St. Catharines and Toronto																		
Ottawa and New York																		
Oshawa		1																
Pere Marquette					1	1												
Quebec Railway L. and P. Co																		
Quebec, Montreal and Southern						3												
St. Lawrence and Adirondack																		
Toronto, Hamilton and Buffalo		2						5										
Temiscouata																		
Vancouver, Victoria and Eastern		6																
Winnipeg Joint Terminals																1		
Windsor, Essex and Lake Shore																		
Wabash		23	1	5		3		1										
	19	317	26	108	16	90	8	51	2	1		15			6	6	4	5

STATEMENT No. 2.—Showing the Character of Accidents Sustained by the Persons Killed and Injured on the Various Railways under the Jurisdiction of the Board for the Year ending March 31, 1913—*Continued.*

	Public highway protected by watchmen.		Public highway unprotected.		Private crossing.		Trespassing.		Working on or under engine.		Unclassified.		Adjusting couplers, coupling and uncoupling.		Working on track or bridge.		Falling off hand car, motor or velocipede.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Algoma Central and Hudson Bay													1	1				
Algoma Eastern							1											
Bay of Quinte																		
Brockville W. P. and N. W							1											
Boston and Maine											1							
British Columbia Electric			1	1														
Canadian Pacific		1	14	20	1		115	43	2	15	22	36	6	25	11	25	2	8
Canadian Northern		1		1			19	13	1	46	6	120	2	20	3	96	1	21
Canadian Northern Quebec			2				2	2		2		17		3		9		2
Canadian Northern Ontario				2			2	6			1	5		1	4	9		2
Central Vermont								1			1		1					
Central Ontario							1											
Dominion Atlantic							1	1						2				
Grand Trunk		1	7	16	1		79	41	1	8	12	38	12	22	4	17	1	1
Grand Trunk Pacific							8	5		11	3	40	3	5	2	40	2	6
Great Northern																		
Klondike Mines							1											
Kingston and Pembroke							1										1	2
London, Lake Erie Trans. Co																		
Michigan Central			3	4			4			4		30	2	3		20		1
Niagara, St. Catharines and Toronto							1											
Ottawa and New York							1											
Oshawa			1															
Père Marquette				1			4			1		7		3		1		
Quebec Railway L. and P. Co													1					
Quebec, Montreal and Southern														1		1		
St. Lawrence and Adirondack												2		1		1		
Toronto, Hamilton and Buffalo							5	1		17		38		4		5	1	4
Temiscouata							1											
Vancouver, Victoria and Eastern				1			3								1	2		
Winnipeg Joint Terminals							1	2								1		
Windsor, Essex and Lake Shore			1	2								1						
Wabash								1		7		2	1	1				
		3	29	48	2		251	116	4	111	46	336	29	92	25	227	8	47

STATEMENT No. 2.—Showing the Character of Accidents Sustained by the Persons Killed and Injured on the Various Railways under the Jurisdiction of the Board for the Year ending March 31, 1913—*Continued.*

Name of Railway.	Hand car, motor or velocipede, struck by train.		Crawling under cars.		Crawling through cars over couplers.		Caught while passing through cars between couplers.		Cars standing foul.		Struck by water spout, switch stand, mail crane, etc.		Crushed between cars and building, lumber pile platform, etc.		Explosion of locomotive boiler.		Falling off passenger train	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Algoma Central and Hudson Bay																		
Algoma Eastern																		
Bay of Quinte																		
Brockville W. P. and N. W																		
Boston and Maine																		
British Columbia Electric																		
Canadian Pacific	9	7					2	1		1	1	5					7	7
Canadian Northern		4				1		2		1		5	1	3			1	2
Canadian Northern Quebec														1				
Canadian Northern Ontario		1																
Central Vermont																		
Central Ontario																		
Dominion Atlantic	1																	
Grand Trunk	4						5	1		1		3	3	2			1	3
Grand Trunk Pacific	2	2						1				4	1	2			1	
Great Northern												1						
Klondike Mines																		
Kingston and Pembroke																		
London, Lake Erie and Trans. Co																		
Michigan Central													1					
Niagara, St. Catharines and Toronto																		
Ottawa and New York																		
Oshawa																		
Père Marquette													1					
Quebec Railway, L. and P. Co																		
Quebec, Montreal and Southern																		
St. Lawrence and Adirondack																		1
Toronto, Hamilton and Buffalo		1										3						
Temiscouata																		
Vancouver, Victoria and Eastern		1																
Winnipeg Joint Terminals														1				
Windsor, Essex and Lake Shore																		
Wabash																		
	16	16				1	7	5		3	1	21	7	9			10	13

STATEMENT No. 2.—Showing the Character of Accidents Sustained by the Persons Killed and Injured on the Various Railways under the Jurisdiction of the Board for the Year ending March 31, 1913—*Continued.*

Name of Railway.	Falling off tender while handling coal.		Falling off tender while taking water.		Working in shop.		Riding on pilot of engine.		Overhead bridge.		Repairing cars on repair track, when moved by engine.		Falling off top of car while walking over train.		Falling between cars going over top.		Train parting and colliding.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Algoma Central and Hudson Bay																		
Algoma Eastern																		
Bay of Quinte																		
Brockville W. P. and N. W																		
Boston and Maine																		
British Columbia Electric																		
Canadian Pacific		1		1	1	10		2					5	8	1	3		
Canadian Northern				4	1	38		2			1			15		2		3
Canadian Northern Quebec						19								3				
Canadian Northern Ontario						1											1	1
Central Vermont																		
Central Ontario																		
Dominion Atlantic																		
Grand Trunk				3		19		3				1	5	10	1	2		
Grand Trunk Pacific						14		2			1	1		5				1
Great Northern																		
Klondike Mines																		
Kingston and Pembroke																		
London, Lake Erie Trans. Co																		
Michigan Central		1				30												1
Niagara, St. Catharines and Toronto																		
Ottawa and New York																		
Oshawa																		
Père Marquette					1	2												
Quebec Railway L. and P. Co																		
Quebec, Montral and Southern						1												
St. Lawrence and Adirondack																		
Toronto, Hamilton and Buffalo						42					1			1				2
Temiscouata																		
Vancouver, Victoria and Eastern														1				
Winnipeg Joint Terminals							1											
Windsor, Essex and Lake Shore																		
Wabash		2																
		4		8	3	176	1	9			3	2	10	43	2	7	1	8

STATEMENT No. 2.—Showing the Character of Accidents Sustained by the Persons Killed and Injured on the Various Railways under the Jurisdiction of the Board for the Year ending March 31, 1913—*Continued.*

Name of Railway.	Jumping off train in motion.		Attempt to board train in motion.		Locomotive dropped crown sheet of fire box.		Repairing cars on running track, when moved by engine.		Electrocuted.		Run down in yard by switch engine or other engine or moving cars.		Caught in frog guard rail or switch rod.		Caught while throwing switch.		Falling off cars while climbing up or coming down side or end ladders.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Algoma Central and Hudson Bay	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Algoma Eastern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bay of Quinte	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brockville W. P. and N. W	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston and Maine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British Columbia Electric	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Pacific	6	27	13	18	.....	4	2	1	2	.....	26	27	2	.....	.....	2	.....	3
Canadian Northern	.....	5	1	4	.....	3	2	.....	.....	.....	3	13	.....	2	.....	1	.....	5
Canadian Northern Quebec	.....	2	.....	.....	.....	.....	.....	.....	1	.....	2	.....	.....	.....	.....	.....	.....	1
Canadian Northern Ontario	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Central Vermont	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Ontario	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Dominion Atlantic	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk	6	10	.....	7	1	3	1	1	.....	.....	12	14	.....	3	1	2	.....	5
Grand Trunk Pacific	.....	2	.....	3	.....	.....	.....	.....	.....	.....	4	4	.....	.....	.....	.....	.....	.....
Great Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Klondike Mines	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kingston and Pembroke	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
London, Lake Erie Trans. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central	.....	1	2	5	.....	.....	1	.....	.....	.....	5	2	.....	.....	.....	.....	.....	.....
Niagara, St. Catharines and Toronto	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa and New York	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oshawa	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Père Marquette	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Quebec Railway L. and P. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Quebec, Montreal and Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Lawrence and Adirondack	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toronto, Hamilton and Buffalo	.....	3	.....	2	.....	.....	.....	.....	.....	.....	.....	1	.....	2	.....	.....	.....	.....
Temiscouata	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vancouver, Victoria and Eastern	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Winnipeg Joint Terminals	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....
Windsor, Essex and Lake Shore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
	12	53	16	40	1	10	6	2	3	.....	55	64	2	7	1	5	.....	15

STATEMENT No. 2.—Showing the Character of Accidents Sustained by the Persons Killed and Injured on the Various Railways under the Jurisdiction of the Board for the Year ending March 31, 1913—*Concluded.*

Name of Railway.	Falling off car while working hand brake.		Asphyxiated in tunnel.		Handling freight.		Loading and unloading O.C.S. material.		Building and repairing.		Working in coal chute.		Cars moved while loading or unloading.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Algoma Central and Hudson Bay															1	1
Algoma Eastern															1	.....
Bay of Quinte															2	25
Brockville W. P. and N. W															1	.....
Boston and Maine															1	.....
British Columbia Electric															1	1
Canadian Pacific		2			1			1	4		1		1		300	500
Canadian Northern		3				27	1	21		4		3		2	45	544
Canadian Northern Quebec					2	3		6							9	93
Canadian Northern Ontario								1							12	32
Central Vermont															2	15
Central Ontario															2	.....
Dominion Atlantic															2	6
Grand Trunk		1				3		7		1					179	451
Grand Trunk Pacific						3		17		3					31	189
Great Northern															.....	1
Klondike Mines															1	.....
Kingston and Pembroke															2	2
London, Lake Erie Trans. Co															2	2
Michigan Central						1		4				1	1		20	114
Niagara, St. Catharines and Toronto															1	.....
Ottawa and New York															1	.....
Oshawa															1	1
Père Marquette												1			7	20
Quebec Railway L. and P. Co															1	.....
Quebec, Montreal and Southern												1			.....	7
St. Lawrence and Adirondack															.....	6
Toronto, Hamilton and Buffalo						15		4				1		1	7	154
Temiscouata															1	.....
Vancouver, Victoria and Eastern															4	12
Winnipeg Joint Terminals															3	6
Windsor, Essex and Lake Shore															1	3
Wabash															2	46
		6			3	52	1	61	4	8	1	7	2	3	643	2,231

STATEMENT No. 3.—Showing Separately the Number of Passengers, Employees and others Killed and Injured and the Nature of the Accidents, for the Year ending March 31, 1913.

Character of Accidents.	Passengers.		Employees		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	3	218	16	96		3	19	317
Collision head on	2	52	21	46		10	26	108
Collision rear end	1	40	12	48	3	2	16	90
Collision in yard		13	8	38			8	51
Collision with cars standing foul of main line			2	1			2	1
Collision with cars account open switch		12		3				15
Collision at level crossing								
Highway crossing protected by gates				1	6	5	6	6
Highway crossing protected by bell					4	5	4	5
Highway crossing protected by watchman				1		2		3
Highway crossing unprotected					29	48	29	48
Private crossing					2		2	
Trespassing					251	116	251	116
Working on or under engine			1	111			4	111
Unclassified	2	28	29	297	15	11	46	336
Adjusting couplers, coupling and uncoupling			29	92			29	92
Working on track or bridge			25	227			25	227
Falling off hand car, motor, velocipede			8	47			8	47
Hand car, motor, velocipede, struck by train			15	16	1		16	16
Crawling under cars								
Crawling between cars over couplers				1				1
Caught while passing through cars between couplers			7	4		1	7	5
Cars standing foul				3				3
Struck by switch stand, water spout, etc			1	21			1	21
Crushed between cars and buildings, platforms, etc			5	7	2	2	7	9
Explosion of locomotive boiler								
Falling off passenger train	7	10	3	3			10	13
Falling off tender while handling coal				4				4
Falling off tender while taking water				8				8
Working in shop			3	176			3	176
Riding on pilot of engine			1	9			1	9
Overhead bridge								
Cars on repair track moved while men at work			3	2			3	2
Falling off top of car while walking over train			9	43	1		10	43
Falling between cars, walking over train			2	7			2	7
Train parting and colliding			1	8			1	8
Getting off train in motion	3	21	7	24	2	8	12	53
Attempt to board train in motion	2	15	14	25			16	40
Locomotive dropped crown sheet of firebox			1	10			1	10
Repairing cars on running tracks when mov d			6	2			6	2
Electrocuted			3				3	
Run down in yard by moving engines or cars	1	1	52	61	2	2	55	61
Caught in frog, guard rail, or switch rod			2	7			2	7
Caught while throwing switch			1	5			1	5
Falling off cars while climbing ladders				15				15
Falling off cars while working hand brake				6				6
Asphyxiated in tunnel								
Handling freight			3	52			3	52
Handling O. C. S. material			1	61			1	61
Building and repairing			4	8			4	8
Working in coal chute			1	7			1	7
Cars moved while loading or unloading			1		1	3	2	3
Drawbridge open								
	21	410	303	1603	319	218	643	2231

STATEMENT No. 4.—Comparative Statement in Totals of Killed and Injured between Year ending March 31, 1912, and Year ending March 31, 1913, Separately and for each Accident.

Character of Accidents.	1912.		1913.		1913. Increase.		1913. Decrease.	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	45	221	19	317	....	96	26	.....
Collision head on	8	58	26	108	18	50	.....	.....
Collision rear end	13	31	16	90	3	59	.....	.....
Collision with cars foul of main line	5	7	2	1	.....	.....	3	6
Collision with cars account open switch	2	39	.....	15	.....	.....	2	24
Collision in yard	.....	.....	8	51	8	51	.....	.....
Collision at level crossing	2	4	.....	.....	.....	.....	2	4
Highway crossing protected	13	26	10	14	.....	.....	3	12
Highway crossing unprotected	36	53	29	48	.....	.....	7	5
Private crossing	.....	2	2	.....	2	.....	.....	2
Trespassing	162	122	251	116	89	.....	.....	6
Working on or under engine	1	102	4	11	3	9	.....	.....
Unclassified	87	512	46	336	.....	.....	41	176
Adjusting couplers, coupling and uncoupling	11	63	29	92	18	2	.....	.....
Working on track or bridge	14	91	25	227	11	136	.....	.....
Falling off hand car, motor, velocipede	4	11	8	47	4	36	.....	.....
Hand car, motor, velocipede, struck by train	13	9	16	16	3	7	.....	.....
Crawling under cars	.....	4	.....	.....	.....	.....	.....	4
Crawling between cars over couplers	.....	7	.....	1	.....	.....	.....	6
Caught while passing through cars between couplers	.....	.....	7	5	7	5	.....	.....
Cars standing foul	.....	3	.....	3	.....	.....	.....	.....
Struck by switch stand, water spout, etc	2	22	1	21	.....	.....	1	1
Crushed between building, cars, platform, etc	.....	13	7	9	7	.....	.....	4
Explosion of locomotive boiler	.....	.....	.....	.....	.....	.....	.....	.....
Falling off passenger train	7	15	10	13	3	.....	.....	2
Falling off tender while handling coal	.....	4	.....	4	.....	.....	.....	.....
Falling off tender while taking water	.....	10	.....	8	.....	.....	.....	2
Working in shop	5	171	3	176	.....	5	2	.....
Riding on pilot of engine	1	7	1	9	.....	2	.....	.....
Overhead bridge	2	.....	.....	.....	.....	.....	2	.....
Cars on repair track moved while men at work	.....	4	3	2	3	.....	.....	2
Falling off top of car while walking over train	2	29	10	43	8	14	.....	.....
Falling between cars walking over train	2	3	2	7	.....	4	.....	.....
Train parting and colliding	.....	.....	1	8	1	8	.....	.....
Getting off train in motion	8	43	12	53	4	10	.....	.....
Attempt to board train in motion	4	26	16	40	12	14	.....	.....
Locomotive dropped crown sheet of fire box	1	3	1	10	.....	7	.....	.....
Repairing cars on running track when moved	.....	.....	6	2	6	2	.....	.....
Electrocuted	.....	.....	3	.....	3	.....	.....	.....
Run down in yard by moving engine or cars	38	196	55	64	17	.....	.....	132
Caught in frog, guard rail or switch rod	.....	.....	2	7	2	7	.....	.....
Caught while throwing switch	.....	.....	1	5	1	5	.....	.....
Falling off cars while climbing ladders	.....	.....	.....	15	.....	15	.....	.....
Falling off cars while working hand brake	.....	.....	.....	6	.....	6	.....	.....
Asphyxiated in tunnel	.....	.....	.....	.....	.....	.....	.....	.....
Handling freight	.....	.....	3	52	3	52	.....	.....
Handling O. C. S. material	.....	.....	1	61	1	61	.....	.....
Building and repairing	.....	.....	4	8	4	8	.....	.....
Working in coal chute	.....	.....	1	7	1	7	.....	.....
Washout	1	.....	.....	.....	.....	.....	1	.....
Cars moved while loading or unloading	.....	.....	2	3	2	3	.....	.....
Drawbridge open	.....	.....	.....	.....	.....	.....	.....	.....
Increase	.....	.....	.....	.....	244	708	.....	.....
Decrease	.....	.....	.....	.....	.....	.....	90	388
Increase for year 1913	.....	.....	.....	.....	154	320	.....	.....

STATEMENT No. 5.—Comparative Statement in Totals of Killed and Injured between Year ending March 31, 1912, and Year ending March 31, 1913, and each Railway Separately.

Name of Railway.	1912.		1913.		1913. Increase.		1913. Decrease.	
	K.	I.	K.	I.	K.	I.	K.	I.
Algoma Central	.....	1	1	1	1	.....	.....	.....
Algoma Eastern	.....	.....	1	.....	1	.....	.....	.....
Bay of Quinte	.....	.....	2	25	2	25	.....	.....
Brockville, W. P. and N. W.	.....	.....	1	.....	1	.....	.....	.....
Boston and Maine	.....	1	1	.....	1	.....	.....	1
British Columbia Electric	1	.....	1	1	.....	1	.....	.....
Canadian Pacific	277	364	300	500	23	136	.....	.....
Canadian Northern	24	516	45	544	21	28	.....	.....
Canadian Northern Quebec	7	64	9	93	2	29	.....	.....
Canadian Northern Ontario	11	28	12	32	1	4	.....	.....
Central Vermont	1	9	2	15	1	6	.....	.....
Central Ontario	1	1	2	.....	1	.....	.....	1
Dominion Atlantic	2	2	2	6	.....	4	.....	.....
Grand Trunk	112	542	179	451	67	4	.....	91
Grand Trunk Pacific	23	118	31	189	8	71	.....	.....
Great Northern	1	2	.....	1	.....	.....	1	1
Klondike Mines	.....	.....	1	.....	1	.....	.....	.....
Kingston and Pembroke	2	.....	2	2	.....	2	.....	.....
London and Lake Erie Trans. Co.	.....	.....	2	2	2	.....	.....	.....
Michigan Central	11	109	20	114	9	5	.....	.....
Niagara, St. Catharines and Toronto	1	1	1	.....	.....	.....	.....	1
Ottawa and New York	.....	.....	1	.....	1	.....	.....	.....
Oshawa	1	.....	1	1	.....	1	.....	.....
Pere Marquette	1	12	7	0	6	8	.....	.....
Quebec Railway Light and Power	2	3	1	.....	.....	.....	1	3
Quebec, Montreal and Southern	1	22	.....	7	.....	.....	1	15
St. Lawrence and Adirondack	.....	.....	.....	6	.....	6	.....	.....
Toronto, Hamilton and Buffalo	3	57	7	154	4	97	.....	.....
Temiscouata	1	.....	1	.....	.....	.....	.....	.....
Vancouver, Victoria and Eastern	1	8	4	12	3	4	.....	.....
Winnipeg Joint Terminals	.....	.....	3	6	3	6	.....	.....
Windsor, Essex and Lake Shore	.....	1	1	3	1	2	.....	.....
Wabash	3	36	2	46	.....	10	1	.....
Q.M. and S. and Central Vermont	.....	6	.....	.....	.....	.....	.....	6
Esquimalt and Nanaimo	1	.....	.....	.....	.....	.....	1	.....
C.P.R. and G.T.R.	.....	1	.....	.....	.....	.....	.....	1
Montreal Terminals	.....	2	.....	.....	.....	.....	.....	2
Hamilton Radial	.....	1	.....	.....	.....	.....	.....	1
Victoria and Sydney	1	2	.....	.....	.....	.....	1	2
Montreal Park and Island	.....	2	.....	.....	.....	.....	.....	2
Increase	.....	.....	.....	.....	160	447	.....	.....
Decrease	.....	.....	.....	.....	.....	.....	6	127
Increase for year 1913	.....	.....	.....	.....	154	320	.....	.....

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STATEMENT No. 6.—A Comparative Statement of Killed and Injured between Year ending March 31, 1912, and Year ending March 31, 1913.

	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Year ending March 31, 1912	28	292	230	1,378	231	241	489	1,911
Year ending March 31, 1913	21	410	303	1,603	319	218	643	2,231
Increase over 1912	.....	118	73	225	88	.....	154	320
Decrease over 1912	7	.....	.....	.....	.....	23	.....	.....

STATEMENT No. 7.—Showing Collisions Attended by Personal Injury Investigated during year ending March 31, 1913.

File.	Date.	Place.	Railway.	Killed.	Injured.
Inv.					
1987	Feb. 14, 1912	Belleville	G.T.R	1	
1998	Mar. 6, 1912	Crombies, one and half miles south	C.P.R		1
2003	Jan. 5, 1912	Dalton	C.P.R	1	1
2015	Mar. 28, 1912	Merritton	G.T.R		1
2022	Apr. 12, 1912	Port Hope	G.T.R	2	1
2038	Feb. 22, 1912	St. Angele	C.V.R		6
2046	May 10, 1912	Guelph	G.T.R		1
2047	Apr. 8, 1912	Fraserville	G.T.R		15
2066	June 14, 1912	Red Rock, Mile 66·8	C.P.R	3	5
2072	May 24, 1912	Toronto, Union Station	G.T.R		1
2074	June 6, 1912	Tappen	C.P.R	1	
2077	June 6, 1912	Victoria Yard	M.C.R		1
2080	Jan. 22, 1912	Point St. Charles	G.T.R		1
2085	July 5, 1912	Cainsville	B. & H. E	1	1
2094	June 8, 1912	Grass Hill	G.T.R	1	5
2097	June 13, 1912	West Peterborough	C.P.R		1
2101	May 23, 1912	St. Lambert	Q.M. & S		3
2105	May 21, 1912	Mileage 13½	C.P.R		4
2106	May 27, 1912	Wanapitei	C.P.R		1
2107	May 2, 1912	Craigs, Mileage 60·6	C.P.R	1	
2125	July 12, 1912	Newtonville	G.T.R		1
2139	Jan. 8, 1913	St. Vincent de Paul	C.P.R	6	25
2140	June 4, 1912	Portage Junction	C.N.R		7
2149	May 6, 1912	Mimico Yard	G.T.R		1
2167	June 21, 1912	Prince Rupert, near Mile 41	G.T.P		1
2169	June 29, 1912	Fiske Pit	C.N.R		1
2171	May 29, 1912	Mileage 6	E. & N. R	1	
2172	July 21, 1912	Toketic	C.P.R	1	3
2182	July 18, 1912	Rigaud	C.P.R		13
2185	Aug. 15, 1912	Mileage 2, near Fort William	C.N.R		1
2199	Aug. 29, 1912	St. Lambert	G.T.R	1	
2202	Aug. 4, 1912	Hochelaga	C.P.R		1
2203	July 20, 1912	Crest	G.T.P	1	1
2217	July 20, 1912	Watmore	C.P.R	2	6
2221	July 16, 1912	Benny	C.P.R		2
2222	Aug. 12, 1912	Belleville Yard	G.T.R	1	
2223	July 30, 1912	West Lorne, 1½ miles east	P.M.R	1	
2233	July 26, 1912	Ardley	G.T.P	1	
2234	Aug. 13, 1912	Ketson, near M.P. 875 and 876	G.T.P		1
2285	Oct. 28, 1912	Streetsville Junction	C.P.R	2	30
2328	Sept. 5, 1912	Mimico	G.T.R		5
2332	Sept. 26, 1912	Mimico	G.T.R		1
2340	Oct. 19, 1912	Mileage 39, Havelock Sub	C.P.R	1	
2377	Oct. 14, 1912	Wainwright	G.T.P	1	
2388	Nov. 23, 1912	London, near	L. & L. E	2	2
2390	Aug. 31, 1912	Matawa, 1½ miles west	C.P.R	4	4
2392	Nov. 19, 1912	Wessex	C.P.R	1	4
2394	Aug. 4, 1912	Tweed Yard	C.P.R	1	2
2399	Oct. 17, 1912	Parkhill	G.T.R	1	5
2402	Nov. 15 1912	Portage la Prairie	G.T.P		1
2418	Oct. 18, 1912	Urin, Sask	C.P.R	1	
2421	Oct. 25, 1912	Toronto, Strachan Avenue	C.P.R		8
2422	Oct. 28, 1912	Cartier, Man	C. N. R		2
2439	Nov. 23, 1912	Iberville	C. P. R		1
2441	Nov. 29, 1912	Morrisburg	G. T. R		1
2449	Dec. 15, 1912	Windsor Yard	Wabash		1
2460	Dec. 17, 1912	Oakville	G.T.R		2
2461	Dec. 18, 1912	Ivanhoe	C.P.R	1	2
2462	Dec. 11, 1912	Tanners Siding, near Wauhasheen	G. T. R	1	2
2463	Dec. 6, 1912	King Station	G. T. R		1
2466	Dec. 14, 1912	Nelles Corners	Wabash	1	
2469	Nov. 29, 1912	Alba	G. T. P		2
2490	Jan. 24, 1913	Coteau Jct	G. T. R		1
2501	Nov. 26, 1912	Duluth Jct., M.P. 227	C. N. R	1	4
2504	Dec. 8, 1912	Coteau Diamond	G. T. R		1
2507	Nov. 20, 1912	Transcona	G. T. P		1
2508	Jan. 6, 1913	Winnipeg	C. N. R		1

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STATEMENT No. 7.—Showing Collisions Attended by Personal Injury Investigated during Year ending March 31, 1913.—*Continued.*

File.	Date.	Place.	Railway.	Killed.	Injured.
2511	Nov. 6, 1912	Brandon	C. P. R.	1	
2514	Jan. 6, 1913	Gravel	C. P. R.	1	1
2526	Jan. 11, 1913	Fushimi	C. P. R.	1	
2539	Jan. 20, 1913	Coteau Junction	G. T. R.		2
2549	Feb. 20, 1913	St. Lambert	G. T. R.		5
2555	Nov. 7, 1912	Carberry, Man.	C. N. R.		1
2564	Feb. 7, 1913	Glencoe	G. T. R.	2	3
2565	Feb. 8, 1913	Donnacona	C. N. Q.	1	
2566	Feb. 5, 1913	Grand Mere	C. N. Q.		1
2568	Feb. 3, 1913	Rivière à Pierre	C. N. Q.		2
2570	Feb. 8, 1913	Hochelaga Yard	C. P. R.	1	
2587	Jan. 29, 1913	London Tunnel	M. C. R.		3
2594	Jan. 12, 1913	Prescott Yard	G. T. R.	1	1
2595	Feb. 21, 1913	St. Lambert	C. V. R.		14
2604	Mar. 3, 1913	Belleville	G. T. R.	1	
2608	Feb. 15, 1913	Station 7522, Mileage 205·4	C. N. O.	1	1
2617	Jan. 17, 1913	Nixon Station	Wabash		1
2638	Jan. 5, 1913	Pontypool, 2 miles east	C. P. R.	1	1
2640	Mar. 3, 1913	Ridgway	G. T. R.		10
2641	Mar. 3, 1913	Guelph	C. P. R.		1
			Total	55	243

STATEMENT No. 8.—Showing Derailments attended by Personal Injury Investigated during Year ending March 31, 1913.

File.	Date.	Place.	Railway.	Killed.	Injured.
Inv.					
1989	Jan. 7, 1912	Cardinal Yard	G. T. R.	1	
1993	Feb. 4, 1912	Langham	C. N. R.		1
2002	Mar. 3, 1912	Hawarden	C. P. R.	1	1
2005	Jan. 30, 1912	Shevlin, ½ mile west	C. N. R.		5
2008	Jan. 22, 1912	Cote, ½ mile east	C. N. R.	18	8
2016	Mar. 23, 1912	Bright	G. T. R.		1
2020	Jan. 28, 1912	Between Ochre and Poulson	C. N. R.		7
2024	Apr. 11, 1912	Savona, 5 miles west	C. P. R.		2
2032	Apr. 4, 1912	Mileage 12½	C. N. R.		14
2039	May 3, 1912	Mileage 48½, Toronto Sub	C. P. R.		2
2049	Mar. 7, 1912	Blackwell	G. T. R.		2
2062	May 21, 1912	White Rock, 2 miles north	V. V. & E.		5
2068	Feb. 28, 1912	Mileage 149, Saskatoon Sub	C. N. R.		1
2098	June 4, 1912	Strome, 1½ miles west	C. P. R.	1	
2111	Apr. 26, 1912	Minitonas, M. P. 78	C. N. R.		1
2110	June 14, 1912	Gravel Station, Mile 30·4	C. P. R.		2
2115	July 1, 1912	Mileage 174	C. N. R.	1	2
2116	July 12, 1912	Shaganappi	C. P. R.		10
2126	May 29, 1912	Woodlands	C. N. R.		1
2131	June 14, 1912	M. P. 16	C. N. R.		3
2132	June 25, 1912	M. P. 72 and 72·3	C. N. R.		2
2146	July 16, 1912	Mile 21·44	C. P. R.	1	
2165	July 15, 1912	Dunnville, 4¾ miles west	G. T. R.		25
2192	July 2, 1912	M. P. 246	C. N. R.		1
2231	June 4, 1912	Premier	C. P. R.		9
2236	Sept. 1, 1912	Summitt stand pipe	T. H. & B.		1
2247	Oct. 2, 1912	Kingston	B. of Quinte	2	14
2249	Aug. 6, 1912	Berlin Spur track	G. T. R.		1
2255	Aug. 2, 1912	M. P. 30 near Gillespie	G. T. P.		1
2256	July 3, 1912	M. P. 32, 1 mile south Gray	G. T. P.		1
2258	June 4, 1912	M. P. 43 Rossburn Sub	C. N. R.		1
2261	Sept. 14, 1912	Bridge 582·5 East	C. N. R.		1
2262	Sept. 26, 1912	Chatham W. Prairie Siding	G. T. R.		35
2267	Oct. 14, 1912	Rawdon Pit	C. N. O.		1
2286	Aug. 31, 1912	Chatham, 1½ miles east	Wabash		7
2304	Sept. 29, 1912	Near Red Pass, B.C.	G. T. P.	1	
2315	Sept. 27, 1912	Kenora	C. P. R.		1
2357	Oct. 23, 1912	South Edmonton	C. N. R.		1
2362	Sept. 28, 1912	Mileage 3·2	C. N. R.		1
2366	Nov. 10, 1912	M. P. 6, West of Chapleau	C. P. R.		2
2369	Nov. 25, 1912	Mosher's Quarry Siding	D. A. R.		1
2382	Nov. 25, 1912	Fitzgerald	C. P. R.	2	11
2391	Nov. 9, 1912	Canning, N. S.	D. A. R.		2
2401	Nov. 1, 1912	Lanaroie	C. P. R.	2	3
2414	Nov. 19, 1912	Rush Lake	C. P. R.	1	1
2419	Aug. 16, 1912	Mileage 38·5	C. P. R.		6
2425	Nov. 19, 1912	Barrington, one mile south	G. T. R.		2
2450	Jan. 1, 1913	St. Cuthbert Station	C. N. Q.		15
2474	Nov. 5, 1912	Barr, Man.	G. T. P.		1
2475	Dec. 31, 1912	Vancouver	V. V. & E.		1
2479	Nov. 21, 1912	Canford Spur, B. C.	C. P. R.	1	
2486	Jan. 6, 1913	Les Ecureuils	C. N. Q.		3
2512	Nov. 22, 1912	M. P. 17	C. N. R.		1
2516	Jan. 20, 1913	Tobique	C. P. R.	1	1
2521	Jan. 18, 1913	M. P. 981	G. T. P.		1
2522	Jan. 31, 1813	M. P. 104·5	G. T. P.		4
2525	Dec. 18, 1912	Mile 100, Oak Point Sub	C. N. R.		2
2535	Dec. 18, 1912	Bridge 62·4	C. P. R.	1	3
2546	Oct. 19, 1912	Swan River	C. N. R.		1
2590	Mar. 3, 1913	Leaside, near	C. N. O.	2	1
2620	Feb. 8, 1913	Newbury	C. P. R.		12
2625	Feb. 24, 1913	Adirondack Junction	C. P. R.	1	
2634	Mar. 10, 1913	Casselman	G. T. R.		7
2635	Mar. 27, 1913	Maxwell	G. T. R.		23
2642	Mar. 3, 1913	Hanover, north of	G. T. R.		10
			Total	57	285

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STATEMENT No. 9.—Showing Highway Crossing Accidents attended by Personal Injury Investigated during Year ending March 31, 1913.

File.	Date.	Place.	Railway.	Killed.	Injured.
Inv.					
1994	Mar. 6, 1912	Didsbury, one and a half miles north	C. P. R	1	
2000	Dec. 13, 1912	Sharbot Lake, crossing east of yard	C. P. R		1
2006	Jan. 26, 1912	Neepawa, crossing east	C. P. R		1
2007	Mar. 19, 1912	Transcona, M. P. 8 crossing	G. T. P		1
2012	Mar. 19, 1912	Vancouver, Front St. crossing	V. V. & E	1	
2018	Apr. 5, 1912	Hamilton Trolley St. crossing	G. T. R		3
2019	Mar. 30, 1912	Hamilton, Walnut St. crossing	T. H. & B		1
2021	Feb. 7, 1912	Ladysmith, Government Rd. crossing	C. P. R	1	
2025	Apr. 23, 1912	Walton, Main St. crossing	C. P. R		2
2027	Apr. 24, 1912	Grand Valley, first crossing east	C. P. R		2
2028	Apr. 2, 1912	Piles Jct., first crossing west	C. P. R	3	
2033	Jan. 9, 1912	Plaisance, first crossing west mile 84½	C. P. R		1
2054	Nov. 21, 1912	St. Joachim, Fortin's Farm crossing	Q.R.L. & P	1	
2065	Feb. 24, 1912	Digby, Maiden Lane crossing	D. A. R	1	
2067	Mar. 29, 1912	Macoun, M., 123, crossing west	C. P. R	1	
2076	May 24, 1912	Tilbury Station, crossing east	C. P. R		1
2078	May 23, 1912	Tavistock, Hope St. crossing	G. T. R	2	
2084	May 27, 1912	Montreal, Fulford St. crossing	G. T. R	1	
2086	June 16, 1912	St. John, de Salaberry St. crossing	C. P. R		1
2087	May 2, 1912	Buckingham, McLarens Lumber spur	C. P. R		1
2089	May 16, 1912	Oshawa, First Avenue crossing	Oshawa	1	
2096	June 14, 1912	Toronto, Berkeley St. crossing	G. T. R		1
2099	Mar. 13, 1912	Altona, Fourth St., crossing	C. P. R		1
2112	Mar. 15, 1912	Minnedosa, Main St. crossing	C. P. R		3
2124	July 10, 1912	Chesterville, Main St. crossing	C. P. R	1	
2127	May 1, 1912	St. Johns, John St. crossing	G. T. R		3
2137	July 8, 1912	Cooksville, Dundas St. crossing	C. P. R		1
2150	May 5, 1912	Windsor, crossing, 4½ miles south	W. E. & L. S.		1
2153	June 16, 1912	Tyndall, first crossing east of station	C. P. R	2	1
2160	July 9, 1912	London, William St. crossing	G. T. R		3
2177	July 12, 1912	Montreal, Guy St. crossing	G. T. R		1
2189	June 21, 1912	Mileage 1, crossing 2950 ft. west	C. P. R	1	
2194	Aug. 3, 1912	Point Grey, Townsend Road crossing	B. C. Elc	1	1
2195	July 17, 1912	Newmarket, Water St. crossing	G. T. R		1
2206	Aug. 27, 1912	Forks' Creek, crossing one mile west	M. C. R		1
2207	July 12, 1912	Arthur, 2½ miles west	C. P. R	1	
2208	Aug. 15, 1912	Niagara Falls, Ferry Road crossing	M. C. R	1	
2212	Aug. 15, 1912	West Toronto, Royce Avenue crossing	C. P. R		1
2213	Aug. 12, 1912	Montreal, Mountain St. crossing	G. T. R	1	
2215	Aug. 28, 1912	West Toronto, Strachan Avenue crossing	G. T. R		1
2216	July 24, 1912	Brandon, Lorne Avenue crossing	C. N. R		1
2253	Sept. 7, 1912	Golden, crossing one mile west	C. P. R	1	
2271	Sept. 18, 1912	St. Martin's Jct., Gauthier crossing	C. P. R	1	
2292	Sept. 2, 1912	Brighton M. P. 238 crossing	G. T. R	1	
2293	Sept. 30, 1912	Tilsonburg, Tilson Avenue Crossing	C. P. R		3
2294	Oct. 17, 1912	Leamington, 6th Con. Road Crossing	M. C. R	1	
2312	Nov. 4, 1912	Toronto, Greenwood Avenue crossing	G. T. R	1	
2317	Oct. 19, 1912	Montreal, Papineau Avenue crossing	C. P. R	1	
2321	Oct. 19, 1912	Brantford, Chatham St. crossing	G. T. R	1	1
2322	Oct. 12, 1912	Mileage 105·7, crossing at concession 4	C. P. R		1
2323	Sept. 25, 1912	High Rivers, Macleod Trail crossing	C. P. R	1	
2324	Nov. 14, 1912	Chatham, Lacroix St. crossing	C. P. R		1
2326	Aug. 16, 1912	Toronto, Sherbourne St. crossing	C. N. O		1
2327	Oct. 22, 1912	Guelph, Allan's Bridge crossing	C. P. R		1
2351	Oct. 31, 1912	Golden Lake, crossing one mile north	G. T. R	1	
2352	Aug. 7, 1912	Mileage 58, crossing 7 poles north	C. N. R	1	
2364	Aug. 1, 1912	Steelton, Korah Road crossing	A. C. & H. B.		2
2378	Oct. 10, 1912	Varney, Public road immediately north	G. T. R		1
2380	Oct. 24, 1912	Peterborough, Hunter St. crossing	G. T. R	1	
2381	Nov. 3, 1912	Toronto, Royce Avenue crossing	G. T. R	1	
2389	Nov. 23, 1912	Maidstone, crossing north	W. E. & L. S.	1	
2404	Dec. 2, 1912	St. Thomas, Park St. crossing	M. C. R		1
2405	Nov. 25, 1912	Ayr, Northumberland crossing	C. P. R		1
2417	Aug. 23, 1912	Fort William, Gore St. crossing	C. N. R		1
2423	Dec. 3, 1912	St. Bazile, crossing 2 miles west	G. T. R	1	
2426	Dec. 7, 1912	Lachute, second public crossing west	C P. R	1	
2427	Dec 8, 1912	Berlin, Edward St. crossing	G. T. R		1
2428	Dec. 10, 1912	Chatham, Park St. crossing	G. T. R	1	

STATEMENT No. 9.—Showing Highway Crossing Accidents attended by Personal Injury Investigated during Year ending March 31, 1913—*Concluded.*

File.	Date.	Place.	Railway.	Killed.	Injured.
Inv.					
2434	Nov. 8, 1912	St. Hilaire, first crossing west	G. T. R.		1
2464	Dec. 17, 1912	Havelock, Concession St. crossing	C. P. R.	1	
2485	Nov. 4, 1912	Herbert, first crossing east	C. P. R.	1	
2494	Dec. 8, 1912	Grenfell, Anderson St. crossing	C. P. R.	1	
2495	Dec. 20, 1912	Joliette, first crossing east	C. N. Q.	1	
2496	Dec. 24, 1912	Montreal, Charlevoix St. crossing	G. T. R.	1	
2497	Jan. 8, 1913	Weston, King St. crossing	C. P. R.	1	
2498	Jan. 9, 1913	London, Ridout St. crossing	G. T. R.		1
2513	Jan. 2, 1913	Winnipeg, Norwood St. crossing	Wpg. Ter.		1
2541	Feb. 14, 1913	Cardinal, first crossing west	G. T. R.	2	
2544	Jan. 31, 1913	Cascades, Gatineau Rd. crossing	C. P. R.		2
2550	Jan. 19, 1913	Cluny, first crossing west	C. P. R.	1	1
2567	Jan. 27, 1913	Coaticooke, Court St. crossing	G. T. R.		2
2591	Jan. 12, 1913	Toronto, Dovercourt Road crossing	C. P. R.	1	
2603	Feb. 17, 1913	Tillsonburg road crossing between lots 5 and 6	C. P. R.		2
2616	Jan. 7, 1913	Prince Albert, First Avenue East crossing	C. N. R.		1
2623	Jan. 25, 1913	Maple, crossing 1½ miles north	G. T. R.	1	
2626	Feb. 22, 1913	Montreal, St. Remi St. crossing	G. T. R.	1	
2631	Feb. 1, 1913	Simcoe, fourth crossing north	G. T. R.		1
2637	Feb. 25, 1913	Crossfield, crossing 350 yards south	C. P. R.	1	1
2639	Feb. 7, 1913	Kingsville, crossing ¾ miles west	P. M. R.		1
2581	Jan. 23, 1913	Peterboro, Stewart St. crossing	C. P. R.		1
			Total	50	66

STATEMENT No. 10.—Showing Various other Accidents attended by Personal Injury Investigated during Year ending March 31, 1913.

File.	Date.	Place.	Railway.	Remarks.	Killed.	Injured.
Inv.						
1986	Feb. 18, 1912	Belleville yard, Ont	G. T. R.	Uncoupling cars		1
1988	Jan. 18, 1912	Whitby Junction, Ont	G. T. R.	Caught between two knuckles of cars		1
1990	Jan. 18, 1912	Winnipeg, Union station	C. N. R.	Getting on train when engine coupled		1
1991	Feb. 29, 1912	Vermilion yard	C. N. R.	Steam pipe on left injector broke off		2
1992	Dec. 30, 1911	Transcona yard, Man	G. T. P.	Caught between tender of engine and car		1
1995	Mar. 26, 1912	L'Epiphanie, Quebec	C. N. Q.	Fell between engine and tender	1	
1996	Mar. 22, 1912	Larchwood, east switch	C. P. R.	Struck by train		1
1999	Feb. 24, 1912	Port McNicholl yard	C. P. R.	Attempted to make coupling		1
1997	Feb. 22, 1912	Merritton, Ont	G. T. R.	Hand squeezed between couplers		1
2001	Mar. 9, 1912	Windsor, south yard	C. P. R.	Caught in rail and run over by engine	1	
2004	Jan. 30, 1912	Soo, Ont	C. P. R.	Caught between dead wood and drawbar		1
2009	Jan. 25, 1912	Star City, 1½ miles west	C. N. R.	Fell among tools lying on ground		1
2010	Mar. 19, 1912	Howick Jct., Que	G. T. R.	Foot caught between knuckles of couplers		1
2011	Apr. 9, 1912	Rutherglen, Ont	C. P. R.	Arch tube pulled out of fire box		2
2013	Apr. 8, 1912	Moosejaw, Sask	C. N. R.	Foot caught under car wheel		1
2014	Apr. 4, 1912	Dandirant Pit	G. T. P.	Foot caught between draw bars		1
2017	Apr. 14, 1912	Hamilton, Ont	T., H. & B.	Crushed when coupling cars		1
2023	Dec. 16, 1911	Turcot yard, east end	G. T. R.	Struck by car standing foul of track		1
2026	Apr. 16, 1912	Toronto, Ont	G. T. R.	Run down in yard by train	1	
2029	Mar. 23, 1912	Mile End station	C. P. R.	Struck while crossing track at station	1	

STATEMENT No. 10.—Showing Various other Accidents attended by Personal Injury Investigated during Year ending March 31, 1913—*Continued.*

File.	Date.	Place.	Railway.	Remarks.	Killed.	Injured.
Inv.						
2030	Apr. 15, 1912	Hoyt, N. B.	C. P. R.	Caught while coupling cars	.....	1
2031	Mar. 14, 1912	Rivers yard, Man.	G. T. P.	Coupling cars	.....	1
2034	Mar. 16, 1912	Rivers yard, Man.	G. T. P.	Caught between two cars	.....	1
2035	Apr. 9, 1912	Palmerston, Ont.	G. T. R.	Train struck stop block and party fell against seat in coach	.....	1
2036	Mar. 27, 1912	Niagara Falls, Ont.	M. C. R.	Squeezed between cars and platform	.....	1
2037	May 1, 1912	Ottawa yard	C. P. R.	Squeezed between couplers	1	.....
2040	Apr. 21, 1912	Georgetown, Ont.	G. T. R.	Car of stock took fire after colliding with caboose	2	1
2041	Apr. 23, 1912	Windsor Mills, Que.	G. T. R.	Coupling cars and had foot caught in jar of drawbars	.....	1
2042	Mar. 4, 1912	Roundcroft, Alta.	G. T. P.	Caught between draw-bar of engine and platform of caboose	.....	1
2043	May 10, 1912	West Toronto, machine shop	C. P. R.	Removing pair of driving wheels from engine	1	.....
2044	May 2, 1912	Windsor yard, Ont.	M. C. R.	Working between cars when others came down and struck cars party was working on	.....	1
2045	May 5, 1912	Palmerston, Ont.	G. T. R.	Evidently run down in yard by engine	1	.....
2048	May 15, 1912	St. Thomas, Ont.	M. C. R.	Engine was coupling to cars and parties were knocked against side of car	.....	7
2050	Apr. 18, 1912	St. Joachim station	Q. R., L. & P.	Coupling cars and fell between same	1	.....
2051	May 23, 1912	Coteau June., 1 mile east	G. T. R.	Jumped off moving train	.....	1
2052	June 5, 1912	Humberstone, ½ mile west	G. T. R.	Crown sheet dropped off engine	.....	2
2053	May 29, 1912	Newmarket, Ont.	G. T. R.	Crossed in front of train and was struck	1	.....
2055	June 5, 1912	Caledonia, Ont.	G. T. R.	Struck by buffer beam of engine	.....	1
2056	June 6, 1912	Kipling, Ont.	C. N. R.	Working in pump house	.....	1
2057	June 10, 1912	Mileage 6·4, N. B.	C. P. R.	Velocipede struck by train	.....	1

2058	June	1, 1912	Toronto, Ont., switch 24	C. P. R.	Struck by train		1
2059	June	9, 1912	Piedmont, Que.	C. P. R.	Jumped off moving train		1
2060	June	12, 1912	North Battleford, Sask.	C. N. R.	Fell off flat car	1	
2061	Apr.	1, 1912	Sandilands, Man.	C. N. R.	Jumped off moving train		1
2063	June	3, 1912	Schreiber, engine house track	C. P. R.	Fell in front of engine and was run over	1	
2064	June	5, 1912	Glen Robertson	G. T. R.	Fell between moving cars		1
2065	Feb.	24, 1913	Winnipeg, Fort Rouge yard	C. N. R.	Fell off engine		1
2069	June	4, 1912	Nipissing Jct., Ont.	G. T. R.	Jumped off moving train		1
2070	June	1, 1912	Gravel Pit	G. T. P.	Repairing car on repair track		1
2071	June	4, 1912	North Toronto yard	C. P. R.	Walking on track, struck by train	1	
2073	May	27, 1912	Toronto, Ont.	G. T. R.	Coupling cars and was caught	1	
2075	June	7, 1912	York, Ont.	G. T. R.	Coupling cars		1
2079	Feb.	12, 1913	Dalhousie Mills, Ont.	C. P. R.	Coupling cars		1
2081	June	3, 1912	Kindersley, Sask.	C. N. R.	Crushed between cars		1
2082	June	14, 1912	Point St. Charles	G. T. R.	Tube on engine burst		1
2083	June	13, 1912	Montreal, Turcot yard	G. T. R.	Fell between cars and was run over	1	
2090	Apr.	16, 1912	Brockville, Ont.	G. T. R.	Coupling cars		1
2091	June	17, 1912	Nepean, Ont.	C. P. R.	Apparently fell off engine and was run over	1	
2092	June	1, 1912	Lancaster, Ont.	G. T. R.	Foot caught while opening knuckle	1	
2093	June	16, 1912	Snake River, 1 mile west	C. P. R.	Apparently fell off train	1	
2095	June	9, 1912	Toronto, Ont.	G. T. R.	Found on track	1	
2100	Mar.	21, 1912	Mileage 13, Duval's siding	Temis.	Coupling cars	1	
2102	May	31, 1912	Winnipeg Yard, Man.	C. P. R.	Opening knuckles of car	1	
2103	June	1, 1912	Mileage 65	C. P. R.	Crushed between spreader and cars	1	
2104	June	1, 1912	Jack Fish, Ont.	C. P. R.	Arm caught in drawbars		1
2108	May	9, 1912	Nipigon, Ont.	C. P. R.	Attempted to get off moving train		1

STATEMENT No. 10.—Showing Various other Accidents attended by Personal Injury Investigated during Year ending March 31, 1913—*Continued.*

File.	Date.	Place.	Railway.	Remarks.	Killed.	Injured.
Inv.						
2109	June 14, 1912	St. Marys Jct., Ont.	C. P. R.	Coupling cars		1
2114	May 17, 1912	Winnipeg, main line	C. N. R.	Coupling cars		1
2113	May 10, 1912	McLean's siding	C. N. R.	Uncoupling cars		1
2117	July 3, 1912	Farnham Yard, shed track	C. P. R.	Crossing tracks, struck by train	1	
2118	June 25, 1912	Montreal, Que.	G. T. R.	Coupling cars		1
2119	June 26, 1912	Montreal, Point St. Charles	G. T. R.	Coupling air hose on car		1
2120	July 1, 1912	Starkville, west of	C. N. R.	Crossing tracks, struck by train	1	
2121	June 25, 1912	Central Ontario Junction	C. P. R.	Jumped off moving train		1
2122	June 22, 1912	Calvin, Ont.	C. P. R.	Jumped off moving train		1
2123	June 22, 1912	Pembroke, Ont.	C. P. R.	Coupling cars	1	
2128	May 8, 1912	Mileage 35½	C. P. R.	Hand car struck by train	1	
2129	June 7, 1912	Winnipeg, Fort Range Yard	C. N. R.	Chaining up cars and was crushed		1
2130	June 11, 1912	Richmond, Ont.	G. T. R.	Working in sand house		1
2133	June 20, 1912	Rivers, Man.	G. T. P.	Fell off scaffold		1
2135	July 6, 1912	Derbyshire	C. P. R.	Coupling engine to cars		1
2136	July 10, 1912	Brantford, Ont.	T., H. & B.	Cars were being coupled to others and party was knocked down		1
2138	July 14, 1912	Mileage 102, Ont.	C. P. R.	Studs blew out of engine boiler		1
2141	May 16, 1912	Mileage 5, near Bergen stat'n	C. P. R.	Unloading ties and was run over	1	
2142	July 11, 1912	Kindersley, Sask.	C. N. R.	Slipped over steam pipe in bunk room		1
2143	July 8, 1912	Vonda, Sask.	C. N. R.	Fell from water spout		1

2144	July	11, 1912	Regina Yard, Sask	C. N. R	Fell off foot board of engine and was run over	1		
2145	June	12, 1912	Digby wharf	D. A. R	Coupling engine to cars		1	
2148	July	8, 1912	McAdam Coal Chutes, N.B.	C. P. R	Had head out of cab window when it struck hoisting house		1	
2151	June	26, 1912	Cobourg, Ont	G. T. R	Jumped off moving train		1	
2152	June	21, 1912	Rivers, Man	G. T. P	Struck while hanging on side of car		1	
2154	July	1, 1912	Dauphin cinder pit	C. N. R	Scalded by water escaping from squirt hose		1	
2155	July	2, 1912	Dauphin shop	C. N. R	Uncoupling cars		1	
2156	June	27, 1912	Fort Erie yard, Ont	G. T. R	Engine struck car standing foul		1	
2157	July	7, 1912	Sarnia Tunnel	G. T. R	Coupling engine to cars		1	
2158	July	11, 1912	Niagara Falls, Ont	G. T. R	Struck head on post while hanging on side of car		1	
2159	June	27, 1912	Wiarton, Ont	G. T. R	Poling cars when pole broke		1	
2161	July	19, 1912	Mileage 20, Ont	C. P. R	Hand car struck by train	1	1	
2162	July,	21, 1912	Hamilton, Ont	T. H. & B	Run down in yard by train		1	
2163	July	16, 1912	Montrose, Ont	M. C. R	Uncoupling cars		1	
2164	July	15, 1912	Cayuga, 2 miles east	Wabash	Fell from engine		1	
2166	July	22, 1912	Hamilton, Ont	T. H. & B	Foot caught between tank and cab of engine		1	
2168	May	1, 1912	Wynyard Yard, Sask	C. P. R	Coupling cars		1	
2170	June	15, 1912	Delmas Pit, Sask	C. N. R	Coupling cars		1	
2173	July	20, 1912	Westmount Station, Que	C. P. R	Struck by engine		1	
2174	July	9, 1912	Longue Point shop	C. N. Q	Washout plug of engine blew out		1	
2175	July	9, 1912	Hochelaga yard	C. P. R	Fell from top of car		1	
2176	July	12, 1912	St. Lamberts, Que	G. T. R	Run down in yard by train		1	
2178	July	19, 1912	Buckingham Jct., Que	C. P. R	Coupling cars		1	
2179	June	12, 1912	Outremont Yards, Que	C. P. R	Fell from side of car		1	
2180	June	12, 1912	Delson Junction	C. P. R	Fell from engine into culvert		1	
2181	July	18, 1912	Chicoines Siding, Que	C. P. R	Uncoupling cars		1	

STATEMENT No. 10.—Showing Various other Accidents attended by Personal Injury Investigated during Year ending March 31, 1913—*Continued.*

File.	Date.	Place.	Railway.	Remarks.	Killed.	Injured.
Inv.						
2183	July 21, 1912	Farnham Yard, Que	C. P. R	Water glass burst on engine		1
2184	July 19, 1912	Point St. Charles	G. T. R	Crushed between two cars	1	
2186	June 30, 1912	Port Hope, Ont	G. T. R	Struck by drawbar of caboose		1
2187	May 29, 1912	Midland, Ont	G. T. R	Coupling engine to cars		
2188	June 27, 1912	Westfort, Empire avenue	G. T. P	Standing on top of car and was struck by telegraph wires		1
2190	July 20, 1912	Regina, Sask	G. T. P	Struck by engine which backed out of coal dock	1	
2191	July 4, 1912	Pilot Butte Pit, Sask	C. P. R	Found on track	1	
2192	July 2, 1912	Montmartre, West M. P	C. N. R	Uncoupling cars		1
2196	July 20, 1912	Port Perry, Ont	G. T. R	Coupling cars to engine		1
2197	July 10, 1912	Collingwood, Ont	G. T. R	Coupling cars		1
2198	July 15, 1912	Redditt Yard, Ont	G. T. P	Knocked down while making coupling	1	
2200	July 27, 1912	Turcot Yard, Que	G. T. R	Crushed between turntable and wall of pit	1	
2201	July 23, 1912	Three Rivers, Que	C. P. R	Struck by drum handle of semaphore		1
2204	July 11, 1912	Winnifred, 1 mile east, Alta	C. P. R	Supposed to have fallen between cars	1	
2205	Aug. 27, 1912	Wanstead, Ont	G. T. R	Struck by switch while hanging on side of engine		1
2209	Aug. 13, 1912	Hamilton, Ont	T. H. & B	Jumped from engine		1
2210	Sept. 1, 1912	Hamilton, Ont	T. H. & B	Hanging on side of ladder came in contact with switch mast		1
2211	July 22, 1912	Sellwood, Ont	C. N. O	Fell between cars		1
2214	Aug. 28, 1912	Toronto, Ont	G. T. R	Caught between two cars	1	
2218	Sept. 1, 1912	Turcot, Que	G. T. R	Fell from engine and was run over	1	

2219	Aug. 30, 1912	Point St. Charles, Que	G. T. R.	Coupling cars	1		
2220	July 9, 1912	Golden Lake, Ont	G. T. R.	Thrown from top of car		1	
2224	Sept. 11, 1912	Belleville, Ont	G. T. R.	Caught while chaining up cars	1		
2225	Sept. 5, 1912	Six Mile Creek	C. P. R.	Fell while getting out of moving car	1		
2227	July 13, 1912	Woodridge, Man	C. N. R.	Caught while coupling cars	1		
2228	July 8, 1912	New Canaan	P. M. R.	Putting in injector, squirt hose flew in face		1	
2229	Sept. 7, 1912	Mileage 3½, Chapleau Sub	C. P. R.	Velocipede struck by train	1		
2230	May 17, 1912	Banning, Ont	C. N. R.	Uncoupling cars		1	
2232	May 21, 1912	Duluth Jct	C. N. R.	Fell under caboose		1	
2235	Aug. 28, 1912	Harrisburg, Ont	G. T. R.	Fell between cars		1	
2238	July 8, 1912	London, Ont	P. M. R.	Coupling cars		1	
2239	July 11, 1912	Port Stanley, Ont	P. M. R.	Coupling cars		1	
2240	Sept. 13, 1912	Jarvis, Ont	G. T. R.	Fell between moving cars	1		
2241	Sept. 14, 1912	Strathroy, Ont	G. T. R.	Found under cars with both legs off	1		
2242	Sept. 8, 1912	Turcot, Que	G. T. R.	Caught while in between cars		1	
2243	Sept. 2, 1912	Red Deer, Alta	C. P. R.	Jumped off moving train		1	
2244	July 17, 1912	St. Boniface, Man	C. N. R.	Working on cars which were struck		2	
2245	Sept. 2, 1912	Hamilton, Ont., Kinnear Yd	T. H. & B.	Scalded by steam from valve on injector		1	
2246	Aug. 14, 1912	Sarnia Tunnel, Ont	G. T. R.	Coupling cars		1	
2248	Sept. 13, 1912	Grimsby, Ont	G. T. R.	Fell while getting on side of car		1	
2250	Sept. 18, 1912	New Westminster, B.C.	G. N. R.	Struck by switch stand while hanging on side of car		1	
2251	Sept. 21, 1912	Eureka, East Mile Board	C. P. R.	Train struck hand car		1	
2252	Sept. 20, 1912	Guelph Jct., Ont	G. T. R.	Fell off top of car		1	
2257	Sept. 9, 1912	Biggar, Sask	G. T. P.	Run down in yard by engine		1	
2259	Sept. 30, 1912	Victoriaville, Que	G. T. R.	Caught by water stand and fell off engine		1	
2263	Sept. 17, 1912	Ottawa, Sparks St. station	C. P. R.	Jumped off moving train		1	

STATEMENT No. 10.—Showing Various other Accidents attended by Personal Injury Investigated during Year ending March 31, 1913—*Continued.*

File.	Date.	Place.	Railway.	Remarks.	Killed.	Injured.
Inv.						
2264	Sept. 8, 1912	Adirondack Jct	C. P. R.	Struck while walking on track	1	
2265	Sept. 15, 1912	Field, B.C.	C. P. R.	Fell under engine	1	
2266	Sept. 9, 1912	Hector, B.C.	C. P. R.	Attempted to board moving train	1	
2268	Sept. 28, 1912	Humboldt Yard, Sask.	C. N. R.	Caught between engine and water car		1
2269	Sept. 3, 1912	St. Stephen, N.B.	C. P. R.	Fell while getting off engine		1
2270	Sept. 13, 1912	Saskatoon, Sask.	C. P. R.	Coupling cars		1
2272	Oct. 4, 1912	Hamilton, Ont.	T. H. & B.	Riding car when head came in contact with end of tunnel		1
2273	Sept. 30, 1912	Kamsack rip track, Sask.	C. N. R.	Repairing cars on repair track	1	
2274	Sept. 3, 1912	North Bay Passenger Yard, Ont.	C. P. R.	Run down in yard by train		1
2275	Sept. 30, 1912	Wainwright Yard, Alta.	G. T. P.	Foot caught while getting off car		1
2276	Oct. 14, 1912	Marieville, Que., ½ mile south	C. V. R.	Evidently run over by train	1	
2277	Aug. 26, 1912	Vassar, M.P. 364 Man.	C. N. R.	Air hose burst		1
2278	Sept. 14, 1912	Winnipeg, Fort Rouge yard	C. N. R.	Crushed between cars	1	
2279	Oct. 14, 1912	Hamilton, Aberdeen yard	T. H. & B.	Hanging on side of car struck sand house		1
2280	Oct. 16, 1912	Golden Lake, Ont.	G. T. R.	Uncoupling cars		1
2282	Sept. 6, 1912	Collingwood, Ont.	G. T. R.	Fell from top of car		1
2283	Oct. 6, 1912	Winnipeg B. Yard	C. N. R.	Reverse lever of engine flew off		1
2284	July 1, 1912	Winnipeg Roundhouse, Man.	C. N. R.	Steam blew off injector stem pipe		1
2289	July 29, 1912	Winnipeg, Fort Rouge yard	C. N. R.	Repairing cars	1	
2290	Oct. 25, 1912	St. Regis	G. T. R.	Train stopped suddenly and party fell against side of car		1

2291	Oct. 20, 1912	Lancaster, Ont.	G. T. R.	Looking out cab window and head struck side of bridge	1	
2295	Sept. 14, 1912	Winnipeg, Man.	Wpg. Ter.	Attempted to get on moving engine	1	
2296	Sept. 24, 1912	Clover Bar Station, Alta.	G. T. P.	Fell between cars	1	
2297	Sept. 27, 1912	Allandale, Ont.	G. T. R.	Caught while chaining up cars	2	
2298	Sept. 7, 1912	Owen Sound, Ont.	G. T. R.	Fell across rail	1	
2299	Oct. 19, 1912	Hamilton, Ont.	T. H. & B.	Knocked from top of car		1
2301	Sept. 29, 1912	Windsor Yard, Ont.	M. C. R.	Caught while in between cars	1	
2302	Sept. 24, 1912	Parkdale, Ont.	C. P. R.	Missed footing and fell under cars		1
2303	Sept. 17, 1912	Forest, Ont.	G. T. R.	Caught while in between cars		1
2305	Sept. 9, 1912	Vermilion, Alta.	C. N. R.	Injured while cleaning engine		1
2306	Oct. 21, 1912	Edson Yard, Alta.	G. T. P.	Coupling cars	1	
2307	Sept. 4, 1912	Merlin, Ont.	P. M. R.	Thrown against car		1
2308	Nov. 2 1912	Otthon	G. T. P.	Had head out window and came in contact with gate at stock yards		1
2309	Oct. 28, 1912	Belleville, Ont.	G. T. R.	Had head out of cab window and struck corner of car standing foul	1	
2448	Dec. 10, 1912	Point St. Charles	G. T. R.	Fell from top of moving cars		1
2310	Oct. 8, 1912	Montreal, Que.	G. T. R.	Foot caught in frog		1
2311	Oct. 11, 1912	Kindersley, Sask.	C. N. R.	Thrown off top of car		1
2313	Sept. 21, 1912	Paddington, Man.	C. N. R.	Foot caught in apron of engine		1
2316	Sept. 9, 1912	Hatfield, Sask.	C. P. R.	Stepped in front of train		1
2318	Oct. 29, 1912	Huntingdon, Que.	St. L. & A.	Thrown against steps of caboose		1
2319	Oct. 23, 1912	Flamboro Station	C. P. R.	Jumping off train in motion		1
2320	Oct. 14, 1912	Branchton, Ont.	G. T. R.	Fell off car	1	1
2325	Sept. 16, 1912	Rugby Jct., Man.	C. P. R.	Fell from car and was run over	1	
2329	Sept. 25, 1912	Hamilton, Aberdeen yard	T. H. & B.	Foot caught in switch		1
2330	Sept. 13, 1912	Hamilton, Ont.	T. H. & B.	Fell from engine		1
2331	Sept. 5, 1912	West Toronto, Ont.	C. P. R.	Crushed between tender and car		1

STATEMENT No. 10.—Showing Various other Accidents attended by Personal Injury Investigated during Year ending March 31, 1913—*Continued.*

File.	Date.	Place.	Railway.	Remarks.	Killed.	Injured.
Inv.						
2333	Sept. 27, 1912	Hamilton, Ont	T. H. B.	Getting off engine injured leg		1
2334	Oct. 9, 1912	Oakburn, Man	C. N. R.	Coupling cars		1
2335	Oct. 24, 1912	West Toronto, Ont	C. P. R.	Knocked down by cars		1
2336	Aug. 24, 1913	Unionville, Ont	G. T. R.	Fell off engine		1
2337	Oct. 17, 1912	Hamilton, Ont	G. T. R.	Fell from top of car and was run over	1	
2339	Oct. 11, 1912	Winnipeg Yard, Man	C. P. R.	Stepped in between cars and was crushed	1	
2311	Oct. 27, 1912	Barrows Jct., Man	C. N. R.	Drawbar broke between engine and tender		1
2342	Sept. 7, 1912	Brandon roundhouse	C. N. R.	Washout plug blew out of engine		1
2343	Oct. 22, 1912	Brandon, Man	C. N. R.	Slipped off side ladder of car		1
2344	Oct. 12, 1912	Sifton Station, Man	C. N. R.	Slipped while getting on train		1
2345	Nov. 21, 1912	Chapleau Yard, Ont	C. P. R.	Fell while getting off engine		
2346	Nov. 12, 1912	Regina, Sask	C. P. R.	Found beside track in yard	1	
2347	Nov. 17, 1912	Lakeside, Que	C. P. R.	Run down in yard by train	1	
2348	Nov. 18, 1912	Perth Yard, Ont	C. P. R.	Attempted to board moving train		1
2349	Nov. 22, 1912	North Bay Shops	C. P. R.	Slipped while getting off engine		1
2350	Nov. 20, 1912	Vaudreuil, Que	C. P. R.	Body found on track	1	
2353	Nov. 10, 1912	Westfort, Ont	G. T. P.	Coupling cars		1
2354	Nov. 16, 1912	Portage la Prairie, Man	G. T. P.	Body found on track	1	
2355	Nov. 13, 1912	Harvey, N.B.	C. P. R.	Riding on side of car struck cars on spur track		1
2356	Oct. 17, 1912	Toronto, Ont	G. T. R.	Repairing cars	1	

2358	Oct. 27, 1912	St. Sauveur, Que	C. P. R	Fell while hanging on side of car	1	
2359	Oct. 26, 1912	Iberville, Jct., Que	C. P. R	Attempted to board moving train		1
2360	Oct. 13, 1912	Louise Embankment, Que	C. P. R	Uncoupling cars		1
2361	Oct. 29, 1912	Hainsville, N.B	C. P. R	Caught between apron and end of cab		1
2363	Oct. 2, 1912	Souris, Man	C. P. R	Caught between girder and front buffer beam of engine	1	
2365	Oct. 14, 1912	Pogma passing track, Ont	C. P. R	Engine struck steel cars on which men were working on passing track	1	8
2367	Nov. 19, 1912	Farnham, Que	C. V. R	Coupling cars	1	
2373	Oct. 24, 1912	Stone Creek, one mile east	T. H. & B	Knocked down by moving cars		1
2370	Nov. 25, 1912	Nokomis, Sask	G. T. P	Tripped over semaphone wires		1
2372	Oct. 14, 1912	Brockville, Ont	G. T. R	Foot caught between engine and tender		1
2374	Nov. 10, 1912	Saskatoon Yard, Sask	C. N. R	Joint to steam pipe to injector broke		1
2375	Oct. 8, 1912	Saskatoon, Sask	C. N. R	Repairing steam hose when it burst		1
2376	June 9, 1912	Dauphin Yard, Man	C. N. R	Water gauge blew out		1
2383	Oct. 9, 1912	Lindsay, Ont	G. T. R	Caught between couplers		1
2383	Sept. 3, 1912	Rainy River, Ont	C. N. R	Uncoupling cars	1	
2385	Nov. 3, 1912	Melville Yard	G. T. P	Steps of coach overlapped running-board of engine		1
2386	Oct. 7, 1912	Saskatoon Yard, Sask	C. N. R	Headlight on engine exploded		1
2387	Oct. 28, 1912	St. Thomas, Ont	Wabash	Run down in yard by engine	1	
2393	Oct. 29, 1912	Strathcona, Sask	C. P. R	Walked in between cars and was crushed	1	
2395	Nov. 7, 1912	Mine Centre, Ont	C. N. R	Squirt hose on engine blew out of hand		1
2396	Oct. 14, 1912	M. P., 149, Ont	C. N. R	Caught between lever and injector of engine		1
2397	Oct. 11, 1912	Pinewood, Ont	C. N. R	Defective lubricator on engine		1
2398	Nov. 21, 1912	Cayuga, Ont	G. T. R	Uncoupling cars	1	
2400	Dec. 7, 1912	Stettler Yard, Alta	C. N. R	Uncoupling cars		1
2403	Oct. 12, 1912	Winnipeg East Yard, Man	W. J. T	Crushed between car and platform		1
2406	Nov. 29, 1912	North Parkdale, Ont	C. P. R	Attemptedto board moving train		1

STATEMENT No. 10.—Showing Various other Accidents attended by Personal Injury Investigated during Year ending March 31, 1913.—*Continued.*

File.	Date.	Place.	Railway	Remarks.	Killed.	Injured.
Inv.						
2407	Oct. 4, 1912	Montrose, Yard	M. C. R.	Knocked down by moving cars		1
2409	Nov. 23, 1912	Niagara Falls, Ont	G. T. R.	Struck by car standing foul		1
2411	Nov. 6, 1912	Fort Erie, Ont	G. T. R.	Coupling cars		1
2412	Oct. 28, 1912	Kindersley, Sask	C. N. R.	Foot caught in turntable		1
2413	Nov. 12, 1912	Saskatoon Yard, Sask	C. N. R.	Caught while crawling between cars	1	
2415	Sept. 29, 1912	Imperial Pit, Sask	C. P. R.	Fell under wheels of car	1	
2416	Oct. 25, 1912	Biggar Yard, Sask	G. T. P.	Coupling cars		1
2420	Nov. 14, 1912	Winnipeg, Man	W. J. T.	Supposed to have fallen under car	1	
2424	Nov. 21, 1912	St. Lambert, Que	G. T. R.	Uncoupling cars	1	
2429	Dec. 2, 1912	Nipigon, Ont	C. P. R.	Coupling cars		1
2430	Dec. 8, 1912	Toronto, Simcoe Yard, Ont	C. P. R.	Foot caught in frog and was run over	1	
2431	Dec. 11, 1912	Meadowsite, Ont	C. P. R.	Caught between cars		1
2432	Dec. 9, 1912	Starkville, Ont	C. N. O.	Fell from moving train	1	
2433	Dec. 9, 1912	Carlyle Yard, Sask	C. N. R.	Fell from top of car		1
2435	Dec. 3, 1912	Colwell, Ont	G. T. R.	Run down by engine		1
2437	Dec. 27, 1912	Parkdale, Ont	G. T. R.	Fell from running board of engine	1	
2438	Dec. 1, 1912	Winnipeg, Fort Rouge yard	C. N. R.	Run down in yard by engine		1
2440	Dec. 19, 1912	Montreal, Place Viger station	C. P. R.	Run down in yard by train	1	
2443	Nov. 21, 1913	Winnipeg, Man., B-3 yard	C. N. R.	Inspecting cars and was run over	1	
2444	Nov. 8, 1912	Moose Jaw Jct. Yard, Sask.	G. T. P.	Fell between cars	1	

2445	Dec. 2, 1912	Guelph Jct., Ont	C. P. R.	Struck by moving car		1
2446	Dec. 13, 1912	Harrisburg, Ont	G. T. R.	Fell from top of car		1
2447	May 5, 1912	Beauharnois, Que	St. L. qnd A.	Walking on platform too close to track and was struck		1
2451	Dec. 5, 1912	Outremont, Que	C. P. R.	Coupling cars		1
2452	Jan. 3, 1913	Moose Jaw, Sask	C. P. R.	Run down in yard by engine	1	
2453	Jan. 1, 1913	Hamilton, Ont	G. T. R.	Run down in yard by engine	1	
2454	Jan. 5, 1913	Iberville Jct., Que	Q. M. and S.	Uncoupling cars		1
2455	Dec. 31, 1912	Bellamy Station, Ont	C. P. R.	Jumped off moving train		1
2457	Jan. 2, 1913	Lennoxville, Que	G. T. R.	Head struck span of iron bridge	1	
2458	Dec. 24, 1912	Hamilton, Ont	T. H. & B.	Hanging on side of car and foot caught in wire fence		1
2459	Jan. 8, 1913	Garneau Jct., Que	C. N. Q.	Uncoupling cars		1
2465	Nov. 27, 1912	New Sarum, Ont	Wabash	Coupling cars		1
2470	Dec. 2, 1912	Atikokan roundhouse, Ont.	C. N. R.	Hand caught between door and engine		1
2471	Oct. 6, 1912	Redditt Yard, Ont	G. T. P.	Fell from top of car		1
2472	Dec. 18, 1912	Mandaumin, Ont	G. T. R.	Fell off train		1
2473	Dec. 3, 1912	Riviere-a-pierre Jct., Que.	C. N. Q.	Thrown from top of box car		1
2477	Jan. 8, 1913	Toronto, Ont	G. T. R.	Head caught by pile of lumber		1
2478	Oct. 20, 1912	Kamloops Yard	C. P. R.	Run down in yard by train	1	
2480	Jan. 10, 1913	Grenfell, Sask	C. P. R.	Fell off loading platform	1	
2482	Jan. 8, 1913	McGreary Jct., Man	C. N. R.	Thrown against corner of desk		1
2483	Jan. 5, 1913	Georgetown, Ont	G. T. R.	Remains found on track	1	
2484	Dec. 6, 1912	Paddington, Man	C. N. R.	Injector blew out of squirt hose		1
2487	Jan. 8, 1913	Montrose Yard	M. C. R.	Run down in yard by engine	1	
2488	Dec. 27, 1912	Hamilton, Ont	G. T. R.	Coupling cars	1	
2491	Jan. 3, 1913	Glen William, Ont	G. T. R.	Knocked off platform of caboose	1	
2492	Nov. 10, 1912	Kenora, Ont	C. P. R.	Fell off moving train	1	

STATEMENT No. 10.—Showing Various other Accidents attended by Personal Injury Investigated during Year ending March 31, 1913.—*Continued.*

File.	Date.	Place.	Railway.	Remarks.	Killed.	Injured.
Inv.						
2493	Dec. 24, 1912	Kenora, Ont	C. P. R.	Run over by train	1	
2499	Jan. 14, 1913	Savona, B.C.	C. P. R.	Fell from moving train	1	
2500	Dec. 15, 1912	Sleemans, Ont.	C. N. R.	Struck in face by gate of coach		1
2502	Nov. 2, 1912	Scotia Jct., Ont.	G. T. R.	Fell in front of moving van		1
2503	Nov. 23, 1912	Dunmore, Alta.	C. P. R.	Run down in yard by moving car	1	
2505	Dec. 22, 1912	Alyth, Alta.	C. P. R.	Cars moved while being unloaded	1	
2506	Jan. 9, 1913	Ottawa, Ont.	G. T. R.	Uncoupling cars		1
2509	Dec. 20, 1912	North Bay, Ont., East End.	C. P. R.	Attempted to board moving train	1	
2510	Dec. 21, 1912	Midland, Ont.	G. T. R.	Coupling cars	1	
2515	Jan. 18, 1913	M. P. 11	C. P. R.	Fell from moving train	1	
2517	Dec. 23, 1912	Burdett, Alta.	C. P. R.	Found on track	1	
2518	Jan. 14, 191	Cookstown, Ont.	G. T. R.	Coupling cars		1
2519	Jan. 4, 1913	Melville Yard, Sask.	G. T. P.	Run down in yard by engine	1	
2520	Jan. 2, 1913	Hamilton, Ont.	G. T. R.	Caught while going between cars	1	
2523	Jan. 29, 1913	Nipigon, 1 mile west	C. P. R.	Train struck hand car		1
2524	Jan. 7, 1913	Rivers, Man.	G. T. P.	Cab of engine struck coal chute		1
2527	Jan. 20, 1913	Bangor, Sask.	G. T. P.	Head caught between end sill of diner and vestibule		1
2528	Jan. 4, 1913	Winnipeg, Man.	C. P. R.	Coupling cars	1	
2529	Dec. 26, 1912	Winnipeg, Park Siding, Man.	W. J. T.	Thrown against knuckles of car		1
2531	Jan. 25, 1913	Rosedale, Toronto, Ont.	C. N. O.	Coupling cars		1

2532	Jan.	24, 1913	Toronto, Ont.	C. P. R.	Run down in yard by engine		1
2533	Feb.	1, 1913	Hamilton, Aberdeen yard	T. H. & B.	Struck in face by lever of semaphore		1
2534	Feb.	2, 1913	Hamilton, Aberdeen yard	T. H. & B.	Struck in face by lever of semaphore		1
2536	Jan.	3, 1913	Portage Yard, Man.	C. N. R.	Repairing cars	1	
2537	Jan.	7, 1913	Cranbrook, B.C.	C. P. R.	Run down in yard by engine	1	
2540	Jan.	7, 1913	Midland, Ont.	G. T. R.	Fell from top of box car	1	
2542	Feb.	2, 1913	Mimico, Ont.	G. T. R.	Fell from top of car		1
2543	Feb.	12, 1913	Welland, Ont.	M. C. R.	Slipped while getting off car		1
2545	Jan.	13, 1913	Vancouver, B.C.	C. P. R.	Run down in yard by engine	1	
2547	Nov.	6, 1912	Rainy River, Ont.	C. N. R.	Knocked off side of car		1
2548	Jan.	20 1912	Oak Lake, Man.	C. P. R.	Attempted to board moving train	1	
2551	Jan.	29, 1913	Portage La Prairie, Man.	C. P. R.	Crushed between cars	1	
2552	Jan.	27, 1913	Lethbridge, Alta.	C. P. R.	Fell from top of car	1	
2554	Jan.	21, 1913	Alyth, Alta.	C. P. R.	Run over by caboose	1	
2556	Jan.	2, 1913	Hamilton, Ont.	G. T. R.	Coupling cars		2
2557	Jan.	31, 1913	Fort Erie, Ont.	G. T. R.	Coupling cars	1	
2558	Feb.	6, 1913	Wallaceburg, Ont.	P. M. R.	Riding on side of car struck by wheel-barrow		1
2559	Feb.	14, 1913	Ortonville, Ont.	C. P. R.	Fell while climbing up side of car		1
2560	Dec.	29 1913	London, Ont.	C. P. R.	Fell while getting off van		1
2561	Jan.	14, 1913	Sarnia Tunnel, Ont.	G. T. R.	Hand caught between door and engine		1
2563	Dec.	30, 1913	Tilsonburg, Ont.	Wabash	Shaker bar of engine slipped off		1
2569	Jan.	24, 1913	Turcot, Que.	G. T. R.	Foot caught while in between cars		1
2571	Jan.	21, 1913	Point St. Charles, Que.	G. T. R.	Fell from moving car	1	
2572	Feb.	5, 1913	St. Boniface, Man.	C. N. R.	Fire blew in face		1
2573	Jan.	31, 1913	Rainy River, Ont.	C. N. R.	Run down in yard by engine	1	
2574	Jan.	22, 1913	Rainy River, Ont.	C. N. R.	Slipped off water tank		1

STATEMENT No. 10.—Showing Various other Accidents attended by Personal Injury Investigated during Year ending March 31, 1913—*Concluded.*

File.	Date.	Place.	Railway.	Remarks.	Killed.	Injured.
Inv.						
2575	Feb 7, 1913	Winnipeg, Fort Rouge Yard.	C. N. R.	Fell while hanging on side of car		1
2576	Feb. 8, 1913	Meadows, Man. 4 miles west	C. P. R.	Jumped from engine and was run over	1	
2577	Feb. 7, 1913	Paris Jct. Ont.	G. T. R.	Run down in yard by engine		1
2578	Feb. 1, 1913	Mileage 31·7	C. P. R.	Run over by train	1	
2580	Feb. 14, 1913	Leamington, Ont.	P. M. R.	Fell from top of car	1	
2582	Feb. 14, 1913	Hamilton, Ont.	G. T. R.	Crushed between gang plank and car	1	
2583	Feb. 1, 1913	Windsor Yard, Ont.	M. C. R.	Crushed between cars	1	
2584	Feb. 1, 1913	Mimico, Ont.	G. T. R.	Coupling cars	1	
2585	Feb. 17, 1913	Merritton Yard, Ont.	G. T. R.	Crushed by rolling rails		1
2587	Jan. 29, 1913	Windsor Tunnel, ½ mile east.	M. C. R.	Cars ran into others on switch		3
2588	Jan. 30, 1913	Windsor, Ont.	M. C. R.	Caught in track and was struck by moving cars	1	
2592	Feb. 15, 1913	Welland, Ont.	M. C. R.	Fell while cars were being switched		1
2596	Feb. 13, 1913	Longue Point, Que.	C. N. Q.	Struck by brake rod		1
2597	Feb. 8, 1913	Windsor Yard, Ont.	G. T. R.	Caught between building & Car	1	
2598	Jan. 16, 1913	Hagersville, Ont.	M. C. R.	Thrown against side of car		1
2599	Jan. 16, 1913	Regina, Sask.	C. N. R.	Fell from side ladder to ground		1
2600	Feb. 20, 1913	Winnipeg, Man.	C. P. R.	Presumbly fell under engine	1	
2601	Jan. 16, 1913	Ceepee, Sask.	C. N. R.	Fell off water car		1
2602	Feb. 1, 1913	Paddington, Man.	C. N. R.	Coupling cars		1
2605	Dec 12, 1913	Mission Yard, Ont.	G. T. P.	Struck by car standing foul		1

2606	Feb. 13, 1913	Castleford, Ont.	C. P. R.	Fell off tender of engine		1
2609	Feb. 25, 1913	Warman	C. N. R.	Fell off running board of engine		1
2610	Feb. 26, 1913	St. Paulin, Que.	C. N. Q.	Deck light in coach fell on head		1
2611	Mar. 3, 1913	Hamilton, Ont.	T. H. & B.	Getting off engine fell over semaphore wire		1
2612	Mar. 6, 1913	White River, Ont.	C. P. R.	Run down by yard engine	1	
2613	Jan. 19, 1913	Thousand Island Jct., Ont.	G. T. R.	Fell off moving train	1	
2614	Feb. 10, 1913	Wyoming, Ont.	G. T. R.	Coupling cars	1	
2615	Feb. 6, 1913	Tilbury, Ont.	M. C. R.	Coupling cars		1
2618	Feb. 24, 1913	Bankhead, Alta.	C. P. R.	Fell off moving train	1	
2619	Feb. 21, 1913	Nixon, Ont.	Wabash	Fell off water tank		1
2621	Feb. 27, 1913	Stratford, Ont.	G. T. R.	Repairing cars on repair tracks		1
2622	Feb. 22, 1913	Toronto, Ont.	G. T. R.	Foot caught in frog		1
2627	Feb. 11, 1913	Chaudiere, Jct., Que.	G. T. R.	Walking on track struck by train	1	
2628	Feb. 3, 1913	Montreal, Moreau St. Yd.	C. N. Q.	Coupling engine to cars		1
2629	Feb. 18, 1913	St. John, N.B.	C. P. R.	Squeezed between car & door of elevator		1
2632	Jan. 13, 1913	Vancouver, B.C.	C. P. R.	Run down in yard by engine		2
2633	Mar. 14 ,1913	Prince Albert	C. N. R.	Ties rolled off car		1
		Total			135	271

STATEMENT No. 11.—Recapitulation of Accidents Investigated.

	Number of investigations.	Killed.	Injured.
Statement showing collisions attended by personal injury investigated during year ending March 31, 1913	87	55	243
Statement showing derailments attended by personal injury investigated during year ending March 31, 1913	65	37	285
Statement showing highway crossing accidents attended by personal injury investigated during year ending March 31, 1913	90	50	66
Statement showing various other accidents attended by personal injury investigated during year ending March 31, 1913	379	135	271
Total	621	277	865

STATEMENT No. 12.—Showing Cars Inspected for Year ending March 31, 1913, together with defects noted.

Name of Railway.	Home cars inspected.	Home cars defective.	Per cent defective.	Foreign cars inspected.	Foreign cars defective.	Per cent defective.	Total cars inspected.	Total cars defective.	Per cent defective.	Couplers and parts home.	Per cent defective.
Canadian Pacific	39,634	3,323	8·38	27,471	2,576	9·38	67,105	5,899	8·79	126	3·59
Grand Trunk	19,671	1,528	7·77	23,835	2,709	11·37	43,506	4,237	9·74	64	3·79
Canadian Northern, Quebec	3,992	414	10·37	1,973	181	9·17	5,965	595	9·97	8	1·82
Canadian Northern	8,271	767	9·26	3,579	353	9·86	11,850	1,120	9·45	34	4·20
Grand Trunk Pacific	3,249	275	8·46	826	65	7·86	4,075	320	8·34	20	7·11
Pere Marquette	612	259	42·32	485	187	38·55	1,097	446	40·65	15	5·05
Michigan Central	157	14	8·91	245	80	32·65	402	94	23·38	.....	.....
Dominion Atlantic	86	18	20·93	57	14	24·56	143	32	22·37	.....	.....
Central Vermont	115	13	11·30	143	19	13·28	258	32	12·40	.....	.....
Toronto, Hamilton and Buffalo	12	2	16·66	500	118	21·60	512	120	23·43	.....	.....
Quebec, Montreal & S	68	5	7·35	388	60	15·46	456	65	14·25	.....	.....
Boston and Maine	130	4	3·07	379	32	8·44	509	36	7·07	.....	.....
St. Lawrence and Adir	55	5	9·09	113	11	9·73	168	16	9·52	.....	.....
Canadian Northern, Ontario	177	20	11·29	153	26	82·35	330	46	13·93	2	9·09
Great Northern	305	12	3·93	270	14	5·18	575	26	4·52	1	8·33
Ottawa and New York	1	1	100·00	102	5	4·90	103	6	5·82	.....	.....
Total	76,535	6,660	8·79	60,519	6,450	10·65	137,054	13,110	9·56	270	3·79

STATEMENT No. 12.—Showing Cars Inspected for Year ending March, 31, 1913, together with defects noted—*Continued.*

Name of Railway.	Couplers and parts Foreign.	Per cent defective.	Couplers and parts Total.	Per cent defective.	Uncoupling mechanism Home.	Per cent defective.	Uncoupling mechanism Foreign.	Per cent defective.	Uncoupling mechanism Total.	Per cent defective.	Air brake Home.
Canadian Pacific	87	3·05	213	3·35	586	16·71	600	21·05	1,186	18·66	1995
Grand Trunk	97	3·24	161	3·44	347	20·58	591	19·77	938	20·04	877
Canadian Northern, Quebec	3	1·63	11	1·77	91	20·77	30	16·39	121	19·48	243
Canadian Northern	14	3·73	48	4·05	132	16·31	77	20·80	209	17·66	436
Grand Trunk Pacific	4	6·06	24	6·91	42	14·94	28	42·13	70	20·17	157
Pere Marquette	7	3·70	22	4·52	17	5·72	12	6·34	29	5·96	229
Michigan Central					2	14·28	2	2·50	4	4·25	10
Dominion Atlantic					6	30·00	7	50·00	13	38·23	12
Central Vermont	1	4·34	1	2·63	4	26·66	6	26·08	10	26·31	11
Toronto, Hamilton and Buffalo	4	3·36	4	3·30	1	50·00	7	5·88	8	6·61	1
Quebec, Montreal and S	1	1·58	1	1·47	1	20·00	8	12·69	9	13·52	3
Boston and Maine					2	50·00	12	35·26	14	36·84	2
St. Lawrence and Adir											5
Canadian Northern, Ontario	2	3·70	4	5·26	6	27·27	9	16·66	15	19·73	6
Great Northern	3	18·75	4	14·28	1	8·33	5	31·25	6	21·42	7
Ottawa and New York											1
Total	223	3·15	493	3·47	1,238	17·39	1,394	19·71	2,632	18·55	3,995

STATEMENT No. 12.—Showing Cars Inspected for Year ending March 31, 1913, together with defects noted—*Continued.*

Name of Railway.	Per cent defective.	Air brake Foreign.	Per cnet defective.	Air brake Total.	Per cent defective.	Hand holds Home.	Per cent defective.	Hand holds Foreign.	Per cent defective.	Hand holds. Total.
Canadian Pacific	56·89	1,604	56·28	3,599	55·06	150	4·02	97	3·40	247
Grand Trunk	52·01	1,611	53·91	2,488	53·23	101	5·99	128	4·28	229
Canadian Northern, Quebec	55·47	120	65·57	363	58·45	14	3·21	6	3·27	20
Canadian Northern	53·96	218	58·13	654	55·28	15	1·85	9	2·40	24
Grand Trunk Pacific	55·87	22	33·33	179	51·58	9	3·20	2	3·03	11
Père Marquette	77·10	132	69·84	361	74·27	9	3·03	4	2·11	13
Michigan Central	71·42	65	81·25	75	79·78	.....	.....	3	3·75	3
Dominion Atlantic	60·00	7	50·00	19	55·88	.....	.....	.....	.....	.....
Central Vermont	73·33	10	43·47	21	55·26	.....	.....	.....	.....	.....
Toronto, Hamilton and Buffalo	50·00	78	65·54	79	65·28	.....	.....	5	4·20	5
Quebec, Montreal and S	60·00	42	66 66	45	66·17	.....	.....	.....	.....	.....
Boston and Maine	50·00	16	47·05	18	47·36	.....	.....	.....	.....	.....
St. Lawrence and Adir	100·00	4	44·44	9	64·28	.....	.....	.....	.....	.....
Canadian Northern, Ontario	27·27	15	27·77	21	27·63	3	13·63	5	9·25	8
Great Northern	58·33	5	31·25	12	42·85	.....	.....	.....	.....	.....
Ottawa and New York	100·00	2	33·33	3	42·85	.....	.....	.....	.....	.....
Total	56·13	3,951	55·89	7,946	56·01	301	4·22	259	3·66	560

STATEMENT No. 12.—Showing Cars Inspected for Year ending March 31, 1913, together with defects noted—*Continued.*

Name of Railway.	Per cent defective.	Ladders Home.	Per cent defective.	Ladders Foreign.	Per cent defective.	Ladders Total.	Per cent defective.	Sill steps Home.	Per cent defective.	Sill steps Foreign.
Canadian Pacific	3·89	254	7·53	105	3·68	369	5·80	138	3·93	114
Grand Trunk	4·92	64	3·79	199	6·65	263	5·62	56	3·32	87
Canadian Northern, Quebec	3·22	61	13·92	9	4·91	70	11·23	8	1·82	2
Canadian Northern	2·02	49	6·06	11	2·93	60	5·07	103	12·74	26
Grand Trunk Pacific	3·17	15	5·33	3	4·54	18	5·18	25	8·89	6
Père Marquette	2·67			4	2·11	4	·82	14	4·71	7
Michigan Central	3·19							2	14·28	
Dominion Atlantic		2	10·00			2	5·88			
Central Vermont				2	8·69	2	5·26			
Toronto, Hamilton and Buffalo	4·13			1	·84	1	·82			9
Quebec, Montreal and S				3	4·76	3	4·41	1	20·00	2
Boston and Maine										
St. Lawrence and Adir				4	4·44	4	28·57			
Canadian Northern, Ontario	10·52			5	9·25	5	6·57	2	9·09	7
Great Northern										2
Ottawa and New York										2
Total	3·94	455	6·39	346	4·89	801	5·64	349	4·90	264

STATEMENT No. 12.—Showing Cars Inspected for Year ending March 31 1913, together with defects noted.—*Continued.*

Name of Railway.	Per cent defective.	Sill steps Total.	Per cent. defective.	Height of couplers Home.	Per cent defective.	Height of couplers Foreign.	Per cent defective.	Height of couplers Total.	Per cent defective.	Miscellaneous Home.
Canadian Pacific	4·00	252	3·96	13	·37	3	·10	16	·25	235
Grand Trunk	2·91	143	3·05	6	·35	2	·06	8	·17	171
Canadian Northern, Quebec	1·09	10	1·61							13
Canadian Northern	6·93	129	10·90	3	·37			3	·25	36
Grand Trunk Pacific	9·09	31	8·93							13
Pére Marquette	3·70	21	4·32							13
Michigan Central		2	2·12							
Dominion Atlantic										
Central Vermont										
Toronto, Hamilton and Buffalo	7·56	9	7·43			3	2·52	3	2·47	
Quebec, Montreal and S	3·17	3	4·41							
Boston and Maine						1	2·94	1	2·63	
St. Lawrence and Adir										
Canadian Northern, Ontario	12·96	9	11·84							3
Great Northern	12·50	2	7·14							3
Ottawa and New York	33·33	2	28·57							
Total	3·73	613	4·32	22	·30	9	·12	31	·21	487

STATEMENT No 12.—Showing Cars Inspected for Year ending March 31 1913, together with defects noted—*Concluded.*

Name of Railway.	Per cent defective.	Miscellaneous Foreign.	Per cent defective.	Miscellaneous Total.	Per cent defective.	Home total defects.	Per cent defective.	Foreign total defects.	Per cent defective.	Grand total defects.
Canadian Pacific	6·70	240	8·42	475	7·47	3,507	55·17	2,850	44·83	6,357
Grand Trunk	10·14	273	9·13	444	9·49	1,686	36·07	2,988	63·93	4,674
Canadian Northern, Quebec	2·96	13	7·10	26	4·18	438	70·53	183	29·46	621
Canadian Northern	4·45	20	5·33	56	4·73	808	68·30	375	31·69	1,183
Grand Trunk Pacific	4·62	1	1·51	14	4·03	281	80·97	66	19·02	347
Père Marquette	4·37	23	12·16	36	7·40	297	61·11	189	38·88	486
Michigan Central	.....	10	12·50	10	10·63	14	14·99	80	85·10	94
Dominion Atlantic	.....	.....	.....	.....	.....	20	58·82	14	41·17	34
Central Vermont	.....	4	17·39	4	10·52	15	39·47	23	60·52	38
Toronto, Hamilton and Buffalo	.....	12	10·08	12	9·91	2	1·65	119	98·34	121
Quebec, Montreal and S	.....	7	11·11	7	10·29	5	7·35	63	92·64	68
Boston and Maine	.....	5	14·70	5	13·15	4	10·52	34	89·47	38
St. Lawrence and Adir	.....	1	11·11	1	7·14	5	35·71	9	64·28	14
Canadian Northern, Ontario	13·63	11	20·37	14	18·42	22	28·94	54	71·05	76
Great Northern	25·00	1	6·25	4	14·28	12	42·85	16	57·14	28
Ottawa and New York	.....	2	33·33	2	28·57	1	14·28	6	85·70	7
Total	6·84	623	8·81	1,110	7·82	7,117	50·16	7,069	49·83	14,186

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STATEMENT No. 13.—Showing Inspections of Highway Crossings at which Accidents Happened attended by Personal Injury during the Year ending March 31, 1913.

File.	Place.	Railway.
Inv.		
1994	Didsbury, one and a half miles north	C.P.R.
2000	Sharbot Lake, crossing east of yard	C.P.R.
2006	Neepawa, crossing east	C.P.R.
2007	Transcona, M.P. 8 crossing	G.T.P.
2012	Vancouver, Front St. crossing	V.V. & E.
2018	Hamilton, Trolley St. crossing	G.T.R.
2019	Hamilton, Walnut St. crossing	T. H. & B.
2021	Ladysmith, Government Rd. crossing	C.P.R.
2025	Walton, Main St. crossing	C.P.R.
2027	Grand Valley, first crossing east	C.P.R.
2028	Piles Jct., first crossing west	C.P.R.
2033	Plaisance, first crossing west mile 84½	C.P.R.
2054	St. Joachim, Fortin's farm crossing	Q.R.L. & P.
2065	Digby, Maiden Lane crossing	D. A. R.
2067	Macoun M. 123 crossing west	C.P.R.
2076	Tilbury Station, crossing east	C.P.R.
2078	Tavistock, Hope St. crossing	G.T.R.
2084	Montreal, Fulford St. crossing	G.T.R.
2086	St. John, De Salaberry St. crossing	C.P.R.
2087	Buckingham, McLaren's Lumber spur	C.P.R.
2089	Oshawa, First Avenue crossing	Oshawa.
2096	Toronto, Berkeley St. crossing	G.T.R.
2099	Altona, Fourth St. crossing	C.P.R.
2112	Minnedosa, Main St. crossing	C.P.R.
2124	Chesterville, Main St. crossing	C.P.R.
2127	St. Johns, John St. crossing	G.T.R.
2137	Cooksville, Dundas St. crossing	C.P.R.
2150	Windsor, crossing 4½ miles south	W.E. & L.S.
2153	Tyndall, first crossing east of station	C.P.R.
2160	London, William St. crossing	G.T.R.
2177	Montreal, Guy St. crossing	G.T.R.
2189	Mileage 1, crossing 2,950 feet west	C.P.R.
2194	Point Grey, Townsend Rd. crossing	B.C. Ele.
2195	Newmarket Water St. crossing	G.T.R.
2206	Fork's Creek, crossing one mile west	M.C.R.
2207	Arthur, 2½ miles west	C.P.R.
2208	Niagara Falls, Ferry Road crossing	M.C.R.
2212	West Toronto, Royce Avenue crossing	C.P.R.
2213	Montreal, Mountain St. crossing	G.T.R.
2215	West Toronto, Strachan Avenue crossing	G.T.R.
2216	Brandon, Lorne Avenue crossing	C.N.R.
2253	Golden, crossing one mile west	C.P.R.
2271	St. Martins Jct., Gauthier crossing	C.P.R.
2292	Brighton, M.P. 238 crossing	G.T.R.
2293	Tilsonburg, Tilson Avenue crossing	C.P.R.
2294	Leamington, 6th Concession Road crossing	M.C.R.
2312	Toronto, Greenwood Avenue crossing	G.T.R.
2317	Montreal, Papineau Avenue crossing	C.P.R.
2321	Brantford, Chatham St. crossing	G.T.R.
2322	Mileage 105·7, crossing at concession 4	C.P.R.
2323	High Rivers, Macleod trail crossing	C.P.R.
2324	Chatham, Lacroix St. crossing	C.P.R.
2326	Toronto, Sherbourne St. crossing	C.N.O.
2327	Guelph, Allan's Bridge crossing	C.P.R.
2351	Golden Lake, crossing one mile north	G.T.R.
2352	Mileage 58, crossing 7 poles north	C.N.R.
2364	Steelton, Korah Road crossing	A.C. & H.B.
2378	Varney, Public Road immediately north	G.T.R.
2380	Peterborough, Hunter St. crossing	G.T.R.
2381	Toronto, Royce Avenue crossing	G.T.R.
2389	Maidstone, crossing north	W.E. & L.S.
2404	St. Thomas, Park St. crossing	M.C.R.
2405	Ayr, Northumberland crossing	C.P.R.
2417	Fort William, Gore St. crossing	C.N.R.
2423	St. Bazile, crossing 2 miles west	G.T.R.
2426	Lachute, second public crossing west	C.P.R.
2427	Berlin, Edward St. crossing	G.T.R.

STATEMENT No. 13.—Showing Inspections of Highway Crossings at which Accidents Happened attended by personal Injury during the Year ending March 31, 1913, —*Concluded.*

File.	Place.	Railway.
Inv.		
2428	Chatham, Park St. crossing	G.T.R.
2434	St. Hilaire, first crossing west	G.T.R.
2464	Havelock, Concession St. crossing	C.P.R.
2485	Herbert, first crossing east	C.P.R.
2494	Grenfell, Anderson St. crossing	C.P.R.
2495	Joliette, first crossing east	C.N.Q.
2496	Montreal, Charlevoix St. crossing	G.T.R.
2497	Weston, King St. crossing	C.P.R.
2498	London, Ridout St. crossing	G.T.R.
2513	Winnipeg, Norwood St. Crossing	Wpg. Ter.
2541	Cardinal, first crossing west	G.T.R.
2544	Cascades, Gatineau Rd. crossing	C.P.R.
2550	Cluny, first crossing west	" C.P.R.
2567	Coaticooke, Court St. crossing	G.T.R.
2591	Toronto, Dovercourt Road crossing	C.P.R.
2603	Tillsonburg, Road crossing between lots 5 and 6	C.P.R.
2616	Prince Albert, First Avenue east crossing	C.N.R.
2623	Maple, crossing 1½ miles north	G.T.R.
2626	Montreal, St. Remi St. crossing	G.T.R.
2631	Simcoe, fourth crossing north	G.T.R.
2637	Crossfield, crossing 350 yards south	C.P.R.
2639	Kingsville, crossing ½ miles west	P.M.R.
2581	Peterboro, Stewart St. crossing	C.P.R.

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STATEMENT No. 14.—Showing Inspection of Highway Crossings Complained of as being Dangerous and requiring Protection.

File.	Place.	Railway.
9437-987	Waterville, N.S., crossing east of station	D.A.R.
9437-955	Waterville, N.S., crossing near station	D.A.R.
9437-975	Glen Robertson, Clara St crossing	G.T.R.
9437-850	Londesborough, Ont., crossing 1 mile south	G.T.R.
9437-852	Thorton, Ont., crossing west of station	G.T.R.
9437-848	Vinemont, Ont., crossing west	T.H. & B.
9437-845	Stoney Creek, Ont., crossing east	G.T.R.
9437-851	Thornton, Ont., crossing mouth of Station	G. T. R.
9437-847	Smiths Falls, Ont., Chambers St crossing	C.P.R.
9437-854	Newcastle, Ont., crossing 1 mile east	G.T.R.
9437-859	Norwood, Ont., Peterboro St crossing	G.T.R.
9437-857	Jordan Station, crossing east of station	G.T.R.
9437-874	Tp. of Holland, highway crossing known as "50 side road"	G.T.R.
9437-894	Brockville, crossing west of station	G.T.R.
9437-922	Stamford, Ont., crossing over Churches lane	M.C.R.
9437-316	M.P. 66·1, Public Road crossing	C.P.R.
9437-766	Coldwater, Ont., Gray St. crossing	G.T.R.
9437-767	Coldwater, Ont., main St. crossing	G.T.R.
9437-921	Marsh Winery Road crossing	M.C.R. & G.T.R.
9437-781	St. Marys, Ont., Elizabeth & Elgin Sts. crossings	G.T.R.
9437-822	St. Marys, Ont., Side Road crossing	G.T.R.
9437-178	Port Credit, Ont., crossing east	G.T.R.
9437-932	Vineland, Ont., crossing east	G.T.R.
9437-913	Bowmanville, Ont., Wharf Road crossing	G.T.R.
9437-241	Uxbridge, Ont., Brock St. crossing	G.T.R.
9437-853	Winona, Ont., crossing east of station	G.T.R.
9437-947	M.P. 105·7, crossing at	C.P.R.
9437-952	Drumbo, Ont., crossing 2 miles west	G.T.R.
9437-956	Kerwood, Ont., crossing at	G.T.R.
9437-983	Milverton, Ont., Main St. crossing	G.T.R.
9437-982	Milverton, Ont., Mill St. crossing	G.T.R.
9437-933	Bridgeburg, Thompson Rd. crossing	G.T.R.
9437-976	Thorndale, Ont., Main St. crossing	G.T.R.
9437-637	Sarnia, Ont., Old McGregor Side Rd. crossing	G.T.R.
9437-990	Tp. of Adamston, Renfrew and Douglas Rd. crossing	C.P.R.
9437-964	Habermohl, Ont., crossing between Grey and Bruce	G.T.R.
9437-966	Glen Major, Ont., crossing near	C.P.R.
9437-780	Locust Hill, Ont., crossing near	C.P.R.
9437-841	Perth, Ont., Wilson St. crossing	C.P.R.
9437-856	Claremont, Ont., crossing 1¼ miles west	C.P.R.
9437-789	Hudson Heights, Ont., crossing near	C.P.R.
9437-789	Mount Victoria Hill, crossing near	C.P.R.
9437-890	Montreal, Notre Dame St. crossing	C.P.R.
9437-879	L'Annonciation, crossing near	C.P.R.
9437-899	Rigaud, Que., crossing between Rigaud and Lavigne	C.P.R.
9437-901	Beaconsfield, Que., crossing near	C.P.R. & G.T.R.
9437-920	St. Lambert, Que., Lapierre road	G.T.R.
9437-943	Richmond, Jaffrey Road crossing	G.T.R.
9437-813	Crossing between Dunmore and Medicine Hat, Alta	C.P.R.
9437-842	Macleod, Alta., crossing near	C.P.R.
9437-820	Twin City, Alta., Rossland Road crossing	C.P.R.

STATEMENT No. 15.—Showing Highway Crossings at which Protection Provided, and Nature of Protection, during Year ending March 31, 1913.

Order No.	Location of Crossing.	Railway.	Nature of Protection.
16237	Gladstone, Man., Main St	C. P. R. & C. N. R.	Watchman, 8 a.m. to 8 p.m.
16323	Bowmanville, Ont., Manvers road	C. N. O	Electric bell.
16324	Berwick Station, east of	D. A. R	Electric bell.
16428	Hutton Hill Highway, Bentick township	C. P. R	Electric bell.
16429	Locust Hill	C. P. R	Electric bell.
16444	Toronto, Lansdowne Avenue	C. P. R	Gates and watchman.
16477	Stratford, Ontario street	G. T. R	Electric bell.
16477	Stratford, Erie street	G. T. R	Electric bell.
16519	Perth, Wilson street, one mile north	C. P. R	Electric bell.
16536	Claremont, 1¼ miles north	C. P. R	Electric bell.
16541	Lynden, Ont	G. T. R	Electric bell.
16553	Stamford township, Concession 3	G. T. R	Electric bell.
16568	Hesperus, Alta., Main trail	C. P. R	Electric bell.
16626	Belleville, Ont., Bay Bridge road	C. N. O	Electric bell.
16665	Toronto, Dovercourt road	C. P. R	Day and night watchman.
16667	Hartland, N.B	C. P. R	Gates and watchman.
16732	Windsor, N.S	D. A. R	Electric bell.
16733	Windsor, N.S	D. A. R	Electric bell.
16734	Windsor, N.S	D. A. R	Electric bell.
16735	Windsor, N.S	D. A. R	Electric bell.
16809	Vancouver, B.C	C. P. R. & G. T. P.	Gates and watchman.
16811	Ottawa, Ont., Bronson avenue	G. T. R	Overhead structure.
16814	Peterboro, Ont., King St	G. T. R	Gates and day and night watchman.
16814	Peterboro, Ont., Sherbrooke street	G. T. R	Gates and day and night watchman.
16854	Uxbridge, Ont., Brock street	G. T. R	Electric bell.
16855	Springfield, Ont., Hornby street	M. C. R	Electric bell.
16856	Springfield, Ont., East street	M. C. R	Electric bell.
16936	Corinth, Ont	G. T. R	Electric bell.
16936	Corinth, Ont	G. T. R	Electric bell.
16988	St. Marys, Ont., Elgin street	G. T. R	Electric bell.
16988	St. Marys, Ont., Elizabeth street	G. T. R	Electric bell.
17004	Victoriaville, Que., Main street	G. T. R	Gates and watchman.
17022	Woodstock, N. B., Queen street	C. P. R	Electric bell.
17072	Fisherman, B.C., mileage 101·6	C. P. R	Permanent watchman, day and night
17087	Windsor, N.S., Gerrish street	D. A. R	Gates and watchman.
17208	Hamilton, Ont., Wellington street	G. T. R	Watchman, 9 p.m. to 7 a.m.
17250	North Battleford, Sask	C. N. R	Subway.
17477	Berkley, Ont	C. P. R	Diversion at right angle.
17478	Woodstock, N.B., King street	C. P. R	Gates and watchman.
17654	Galt, Ont., Stone road	C. P. R	Watchman, 7 a.m. to 6 p.m.
17655	Norwwod, Ont., Peterboro street	C. P. R	Electric bell.
17659	Orillia, Ont., Tecumseh street	G. T. R	Watchman, June, July, August and September.
17688	Orillia, Ont., West street	G. T. R	Gates and watchman.
17688	Orillia, Ont., Front street	G. T. R	Gates and watchman.
17697	Hamilton, Ont., Ottawa street	G. T. R	Watchman, 7 a.m. to 7 p.m.
17705	Burks Falls, Ont., crossing 1 mile north	G. T. R	Cut down trees and reduce clay banks.
17710	Thornton, Ont., Highway near	G. T. R	Reduce Cedar hedge to 4 feet.
17753	Jordan, Ont., crossing just east	G. T. R	Maintain electric bell.
17928	St. Lambert, Lapiniere road	G. T. R	Gates and watchman.
17935	Sharbot Lake, Ont	C. P. R	Electric bell.
17944	Vineland, Ont., crossing just west	G. T. R.	Electric bell.
17961	Toronto, Woodbine avenue	G. T. R	Electric bell.
17998	Shedden, Ont., crossing 1 mile east	M. C. R	Electric bell.
18000	Farnham, Que	C. P. R	Remove baggage room to improve view.
18014	Fort William, Ont., McTavish street	C. P. R	Gates and watchman.
18015	Toronto, George street	C. P. R. and G.T.R.	Watchman, 6.30 a.m. to 6.30 p.m.
18017	Hamilton, Ont., O'Reilly street	T. H. & B	Day and night watchman.
18017	Hamilton, Ont., Ferguson street	T. H. & B	Day and night watchman.
18032	Cardinal, Ont., Highway leading to	G. T. R	Subway.
18087	Fort William, Ont., Gore street	C. N. R	Gates and watchman.

SESSIONAL PAPER No. 20c

STATEMENT No. 15.—Showing Highway Crossings at which Protection Provided, and Nature of Protection, during Year ending March 31, 1913—*Concluded.*

Order No.	Location of Crossing.	Railway.	Nature of Protection.
18194	Jordan, Ont., crossing just east	G. T. R.	To keep cars away from crossing in both directions.
18212	Gerrie's Crossing	T. H. & B.	To cut down hill and improve view.
18344	Weymouth, N.S., public road east	D. A. R.	Electric bell.
18387	Glenelg township, Ont., road between lots 100 and 101.	C. P. R.	Electric bell.
18394	Richmond, Que., crossing 3 miles east	G. T. R.	Electric bell.
18447	Kingston road, townships Brighton and Murray.	C. P. R.	Diversion of road.
18504	Kerwood, Ont.	G. T. R.	Electric bell.
18580	Winnipeg, Man., Water avenue	C. N. R.	Watchman, 6 a.m. to 12 12 p.m.
18613	Herbert, Sask.	C. P. R.	Yard moved to give better view of crossing.
18677	Chatham, Ont., La Croix street	C. P. R.	Electric bell.
18690	Toronto, Greenwood avenue	G. T. R.	Gates and watchman.
18691	Peterboro, Ont., Hunter street	G. T. R.	Gates and watchman.
18698	Toronto, Ont., Bartlett avenue	C. P. R.	Gates and watchman.
18705	Grenfell, Sask., Anderson street	C. P. R.	Watchman, 8 a.m. to 8 p.m.
18710	Joliette, Que., crossing east	C. N. Q.	Electric bell.
18736	St. Boniface, Man., Montcalm street	C. P. R.	Gates operated by towerman in interlocking tower at Whittier junction.
18858	Fort William, Frederica street	C. N. R.	Gates and watchman.
18858	Fort William, Edward street	C. N. R.	Gates and watchman.
18872	Glen Major, Ont.	C. P. R.	Electric bell.
18887	Thorndale, Ont., Main street	G. T. R.	Electric bell.
18888	Glen Robertson, Ont., Clara street	G. T. R.	Electric bell.
18889	St. Hilaire, Que., first crossing west	G. T. R.	Electric bell.
18893	Sarnia, Ont., old McGregor side road	G. T. R.	Gates and watchman.
18893	Sarnia, Ont., gravel toll road	G. T. R.	Gates and watchman.
19033	Murray, Ont., between lots 8 and 9	G. T. R.	Highway carried over tracks by means of a bridge.
19051	Chatham, Ont., Centre street	C. P. R.	Gates and watchman.
19076	Scarborough, Ont.	C. L. O. & W.	Electric bell.

RECAPITULATION.

Watchman	12
Electric bell	41
Gates	22
Overhead structures	3
Subway	2
Diversion	2
Removing obstructions	4
Siding to be kept clear of cars for certain distance from highway	1
Total	87

STATEMENT No. 16.—Showing Station Locations approved of during the Year ending March 31, 1913.

Name of Station.	Province.	Railway.	Order Number.	File Number.
Avonlea	Saskatchewan	C. N. R.	17378	20321
Andinimaul	British Columbia	G. T. P.	15780	21446
Bangor	Ontario	G. T. P.	14120	17491
Beaudry	Ontario	G. T. P.	14120	17486
Bedford	Ontario	C. N. O.	15666	18639
Brockville Jct.	Ontario	C. N. O.	15955	18639
Bremen	Saskatchewan	G. T. P.	16338	19497
Belburne	Alberta	G. T. P.	16353	19408
Bullockville	Alberta	G. T. P.	16353	19406
Bircham	Alberta	G. T. P.	16353	19403
Breeze	Saskatchewan	G. T. P.	16363	19519
Brough	Saskatchewan	G. T. P.	16363	19527
Bardo	Alberta	G. T. P.	16678	19714
Bredenbury	Saskatchewan	C. P. R.	17170	20084
Batiscan	Quebec	C. P. R.	17528	20112
Bristol Corners	Quebec	C. N. O.	17749	3561·100
Beachburg	Ontario	C. N. O.	18468	20143
Brady Siding	Ontario	C. P. R.	18550	20963
Briercrest	Saskatchewan	C. N. R.	18620	19778
Boulter	Ontario	C. N. O.	18781	21381
Broadacres	Saskatchewan	C. P. R.	18912	21483
Clyde	Alberta	C. N. R.	15918	19056
Cutknife	Alberta	C. P. R.	18322	18630
Claresholm	Alberta	C. P. R.	16336	19444
Cap Sante	Quebec	C. N. Q.	16334	17989
Conrich	Alberta	G. T. P.	16353	19402
Cedoux	Saskatchewan	G. T. P.	17379	19508
Craven	Saskatchewan	C. P. R.	16446	19637
Caleville	Saskatchewan	G. T. P.	16458	19592
Cooksville	Ontario	C. P. R.	17260	20322
Calgary	Alberta	C. N. R.	17470	12924·177
Callander	Ontario	C. N. O.	17834	20628
Clarendon	Ontario	James Bay	17902	3561·127
Coast Dist. w. ½ lot 1168	British Columbia	G. T. P.	18477	3452·45
Cauchon Lake	Ontario	C. N. R.	18781	21383
Carnaby	British Columbia	G. T. P.	18780	21447
Ceylon	Saskatchewan	C. N. R.	18900	21627
Drake	Saskatchewan	C. P. R.	16126	16995
Deport	Saskatchewan	C. P. R.	16127	15251
Demeules	Quebec	J. B. & E.	16326	19494
Darmody	Saskatchewan	G. T. P.	16374	19563
Deborah	Saskatchewan	G. T. P.	16363	19521
Dewar Lake	Saskatchewan	G. T. P.	16458	19586
Dodsland	Alberta	G. T. P.	16848	19440
Dinant	Alberta	G. T. P.	17124	20071
Davis	Alberta	C. N. R.	18897	21053
Edson	Alberta	G. T. P.	14120	15579
Exeter	Ontario	G. T. R.	15653	18732
Elgin	Ontario	C. N. O.	15665	18854
Eskbank	Saskatchewan	G. T. P.	16374	19564
Espanola	Ontario	W. E. & L. S.	16544	15505
Edwin	Saskatchewan	G. T. P.	17086	20189
Eardley	Quebec	C. P. R.	17086	20189
Fallowfield	Ontario	C. N. O.	16124	18646
Forgray	Saskatchewan	G. T. P.	16374	19567
Fraser Lake	British Columbia	G. T. P.	16435	19270
Fordwich	Ontario	C. P. R.	17359	20314
Fort Francis	Ontario	C. N. R.	17388 & 17089	19916
Foresters Falls	Ontario	C. N. O.	17683	3561·111
Fesserton	Ontario	C. P. R.	18601	21188
Grainger	Alberta	G. T. P.	16353	19412
Gray	Saskatchewan	G. T. P.	16363	19509
Griffin	Saskatchewan	G. T. P.	16363	19523
Gabels	Ontario	G. T. R.	7643	20380
Glenella	Manitoba	C. N. R.	18706	19434
Hubalta	Alberta	G. T. P.	16353	16411
Huntoon	Saskatchewan	G. T. P.	16363	19514
Hill Hall	Saskatchewan	G. T. P.	16363	19515

STATEMENT No 16.—Showing Station Locations Approved of during Year ending March 31, 1913—*Continued.*

Name of Station.	Province.	Railway.	Order Number.	File Number.
Hammond	Ontario	C. P. R	16764	19895
Hansall	Ontario	G. T. R	17370	19596
Hussar	Alberta	C. P. R	17742	20462
Innes	Saskatchewan	G. T. P	16363	19513
Innerkip	Ontario	C. P. R	17737	20662
Ingersoll Jct	Ontario	C. P. R	17805	20696
Inwood	Manitoba	C. N. R	18829	21655
Inrie	Alberta	G. T. P	18911	21691
Jaffray	British Columbia	C. P. R	16533	19642
Jeannette	Ontario	C. P. R	17525	20503
Janes	Ontario	C. N. R	18898	21512
Kingsgate, 5 miles north	British Columbia	C. P. R	15883	4205·4
Keystown	Saskatchewan	G. T. P	16339	19522
Kilfoyle	Ontario	C. N. O	16971	18642
Kitwuaga	British Columbia	G. T. P	18780	21449
Kelloe	Manitoba	C. P. R	18816	21618
Keston	Alberta	G. T. P	18911	21694
Kilfield	Saskatchewan	C. P. R	18915	21481
Lousaua	Alberta	G. T. P	16353	16406
Lindstrom	Saskatchewan	G. T. P	16374	19561
Leuvan	Saskatchewan	G. T. P	16363	19520
L'Acadie	Quebec	C. P. R	17904	20798
Legal	Alberta	C. N. R	18709	20831
Leipsig	Saskatchewan	C. P. R	18865	21482
Merivale	Ontario	C. N. O	16125	18647
Mile 223 C.D	British Columbia	G. T. P	16278	19310
Mile 285 C.D	British Columbia	G. T. P	16278	19309
Mile 227 C.D	British Columbia	G. T. P	16278	19308
Mile 397 C.D	British Columbia	G. T. P	16278	19307
Mile 365 C.D	British Columbia	G. T. P	16278	19306
Mile 170 C.D	British Columbia	G. T. P	16278	19305
Mile 260 C.D	British Columbia	G. T. P	16278	19304
Mile 253 C.D	British Columbia	G. T. P	16278	19303
Meacham	Saskatchewan	G. T. P	16338	19496
Mile 174	Ontario	C. N. O	16376	18648
Mawer	Saskatchewan	G. T. P	16374	19560
Minard	Saskatchewan	G. T. P	16363	19510
Melderdale	Saskatchewan	G. T. P	16458	19590
Mile 73	Saskatchewan	G. T. P	16458	19589
Mile 60	Saskatchewan	G. T. P	16458	19587
Mile 25	Saskatchewan	G. T. P	16492	19588
Mile 119	Saskatchewan	G. T. P	16480	19413
Meath	Ontario	C. P. R	16804	19738
Merritt	British Columbia	C. P. R	17071	16263
March	Ontario	C. N. O	17342	20309
Mac	Ontario	C. P. R	17355	20338
Miniota	Manitoba	G. T. P	17617	20371
Mink Lake	Ontario	C. N. O	18781	21384
New Hazelton	Manitoba	G. T. P	18503	18787
Nash	British Columbia	G. T. P	18780	21450
Nashbonsing	Ontario	C. N. O	18868	21492
Neville	Saskatchewan	C. P. R	18915	21485
Oalmer	Manitoba	G. T. P	14120	17483
Parkman	Saskatchewan	C. N. R	18791	21591
Prince George	British Columbia	G. T. P	18902	21418
Pitman	British Columbia	G. T. P	18943	21426
Quadra	Ontario	G. T. P	17488	14120
Richmond	Ontario	C. N. O	15870	18644
Rowletta	Saskatchewan	G. T. P	16374	19567
Riceton	Saskatchewan	G. T. P	16363	19511
Rainton	Saskatchewan	G. T. P	16363	19517
Rockwood	Ontario	G. T. R	16415	19110
Ruthilda		G. T. P	16458	19585
Rowatt	Saskatchewan	G. T. P	16773	19873
Richmond	Quebec	G. T. R	16859	18092
Ritchie	British Columbia	G. T. P	18780	21448
Revenue	Saskatchewan	C. P. R	18873	21487
St. Rose	Quebec	C. P. R	15886	19114

STATEMENT No 16.—Showing Station Locations Approved of during Year ending March 31, 1913.—*Concluded.*

Name of Station.	Province.	Railway.	Order Number.	File Number.
St. Martin Jct	Quebec	C. P. R	15887	19115
St. Joseph	Quebec	C. N. Q	15977	19111
Stoney Plain	Alberta	G. T. P	15948	17370
Stoney Beach	Saskatchewan	G. T. P	16339	19518
St. Felicien	Quebec	J. B. & E	16351	19493
Swalwell	Alberta	G. T. P	16355	19410
Steelman	Saskatchewan	G. T. P	16363	19516
Sander	Saskatchewan	G. T. P	16363	19525
Solfat	Saskatchewan	G. T. P	16363	19526
Springwater	Saskatchewan	G. T. P	16458	19593
St. Prima	Quebec	J. B. & E	16486	19726
Soo	Ontario	A. C. & H	16483	19613
Springside	Saskatchewan	C. P. R	16523	13566
Sixteen Island Lake	Quebec	C. N. Q	16563	19728
Stratford	Ontario	G. T. R	16742	18693
St. Augustin	Quebec	C. P. R	17005	20015
Smiths Falls	Ontario	C. N. O	17079	3878·514
Scugog	Ontario	C. P. R	17094	20197
St. Hermas	Quebec	C. P. R	17139	19882
Straffordville	Ontario	C. P. R	17356	20335
Smiley	Alberta	G. T. P	17365	20320
St. Gregorie	Quebec	G. T. R	17386	19456
South March	Ontario	C. N. O	17557	20394
Silverdale	Ontario	T. H. & B	17636	20498
Sunnyside, Toronto	Ontario	G. T. R	17709	20539
Shelburne	Ontario	C. P. R	17877	18746
St. Francois de Salle	Quebec	C. P. R	18354	17908
Swanson	Saskatchewan	C. N. R	18791	21894
Salma	British Columbia	G. N. R	18814	20975
Spaidal	Ontario	C. N. O	18899	21054
Tagona	Ontario	A. C. & H. B	15933	19022
Trochie	Alberta	G. T. P	16353	19409
Three Hills	Alberta	G. T. P	16353	19404
Talmagec	Saskatchewan	G. T. P	16363	19524
Torbolton	Ontario	C. N. O	17166	20128
Twin Butte	British Columbia	C. P. R	17500	20266
Tete Jaune	British Columbia	G. T. P	17799	20405
Twin Elm	Ontario	C. N. O	17859	18645
Troux	Saskatchewan	C. N. R	18791	21597
Viewfield	Saskatchewan	G. T. P	16363	19512
Vancouver	British Columbia	C. P. R	16720	19881
Vanguard	Saskatchewan	C. P. R	18915	21484
Weybury	Saskatchewan	C. P. R	16425	19540
Wasing	Ontario	C. N. O	18819	3561·140
Wymark	Saskatchewan	C. P. R	18847	21486
Yarbo	Manitoba	G. T. P	14120	17484
Yahk	British Columbia	G. T. P	16688	19709
Yellek	Ontario	C. N. O	18781	21382

STATEMENT No. 17.—Summary of Principal Operating Orders.

General Order No.	Old Number.	Date	Remarks.
3	3238	July 3, 1907	Ordering railway companies to instal fire extinguishers in passenger cars.
10	4685	May 5, 1908	
36	6998	May 4, 1909	
4	3239	July 3, 1907	Ordering railway companies to provide certain protection in case of fire at wooden trestles.
8	3464	Aug. 13, 1907	
13	5103	July 30, 1908	
63	11446	Aug. 2, 1910	
5	3245	July 4, 1907	Ordering railway companies to equip locomotives with certain fire
9	3465	Aug. 14, 1907	protective appliances, construct fire guards, etc.
51	8903	Dec. 15, 1909	
91	16570	May 22, 1912	
12	4991	Mar. 10, 1908	Ordering railway companies to equip locomotives with a full set of signals.
15	5402	Oct. 15, 1908	Declaring reports in connection with accidents, etc., to be privileged.
16	5568	Nov. 3, 1908	Ordering railway companies to inspect electric crossing bells.
21	5754	Dec. 3, 1908	
29	6452	Mar. 2, 1909	
17	5647	Nov. 20, 1908	Ordering railway companies to locate mail cranes at a certain distance from the gauge side of nearest rail.
18	5678	Nov. 25, 1908	Ordering railway companies to prevent the unreasonable emission of smoke from locomotives in towns and cities.
67	12542	Dec. 9, 1910	Approving certain lighting systems for use in passenger cars.
19	5690	Nov. 17, 1908	
25	6190	Jan. 25, 1909	
82	15543	Nov. 27, 1911	
20	5736	Nov. 25, 1908	Requiring railway companies to use only certain freight cars for handling baggage in passenger trains.
22	5888	Dec. 16, 1908	Memorial of Trainmen's Association of Canada.
65	12225	Nov. 9, 1910	
68	12890	Feb. 6, 1911	
73	13363	Mar. 31, 1911	
24	6027	Nov. 25, 1908	Requiring railway companies to equip non-platform cars with proper operating lever for uncoupling cars.
28	6255	Feb. 10, 1909	Authorizing railway companies to remove planking at highway and
47	8137	Sept. 14, 1909	farm crossings during the winter months.
30	6490	Mar. 8, 1909	Ordering railway companies to equip tender trucks weighing 100,000
31	6535	Mar. 18, 1909	pounds or over when loaded, with steel tired wheels.
44	7747	July 23, 1909	
45	7790	Aug. 16, 1909	
92	16575	May 22, 1912	
35	6965	May 7, 1909	Requiring Railway Companies to ventilate and clean passenger cars and station buildings.
40	7473	May 4, 1909	Regulations regarding fences and cattle guards and public highway crossings.
42	7563	July 12, 1909	Approval of Standard Train Rules.
43	7599	July 24, 1909	Master Car Builders to govern loading of lumber logs and stone on flat cars.
46	7881	Aug. 27, 1909	Regulations for carriage of explosives.
100	.....	Jan. 16, 1913	
48	8145	Sept. 14, 1909	Freight vans to be equipped with coupling operating levers and air gauges and air controlling valves.

STATEMENT No. 17.—Summary of Principal Operating Orders.—*Concluded.*

General Order No.	Old Number.	Date.	Remarks.
54	9160	Jan. 6, 1910	Flag station order, earnings to be a certain amount before permanent agent appointed, etc.
56	10462	May 3, 1910	Ordering electric railway companies to equip certain cars with power brakes, in addition to hand brakes.
61	11627	July 19, 1910	Ordering railway companies to erect tell-tales at not less than 100 feet distant on either side of tunnels and bridges and other overhead structures.
64	12206	Nov. 3, 1910	Ordering railway companies to equip passengers cars with emergency tools.
66	12287	Nov. 3, 1910	Ordering railway companies to equip locomotives with air bell ringers.
70	12915	Feb. 7, 1911	Specifications for installation of electric bells.
96	.....	Nov. 11, 1912	
77	13857	May 30, 1911	Authorizing railway companies to install watchmen at a crossing where any accident has happened instead of reducing speed of trains to 10 miles an hour until such time as crossing inspected.
78	14115	July 14, 1911	Regulations governing inspection and testing of locomotive boilers.
87	15988	Feb. 17, 1912	Ordering railway companies to equip locomotives with dump ash pans.
89	16007	Feb. 17, 1812	Ordering railway companies to provide direct air connection between snow plows and locomotives.
94	17211	July 24, 1912	Regulations governing testing of hearing and eyesight of railway
103	.....	Apr. 9, 1913	employees.
95	.....	Nov. 2, 1912	Requiring railway companies to file notice of embargo.
102	.....	Feb. 17, 1913	Safety Appliance Standards.

All of which is respectfully submitted.

A. J. NIXON,
Chief Operating Officer.

A. D. CARTWRIGHT,
Secretary, B. R. C. Building.

APPENDIX "G."

PERMANENT STAFF OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, FOR THE YEAR ENDING MARCH 31, 1913.

TRAFFIC DEPARTMENT.

Name.	Occupation.	Date of Order-in-Council.	Salary.
			$ cts.
Hardwell, James	Traffic expert	June 22, 1904	4,700
Brown, G. A.	Chief clerk	Oct. 3, 1904	2,200
McManus, C. E.	Clerk	Aug. 20, 1904	1,250
Routhier, C. C.	Clerk	Aug. 14, 1906	1,200
Lalonde, F.	Clerk	May 6, 1907	1,100
Allen, J. S.	Clerk	May 6, 1907	1,100
Messinger, H. W.	Clerk	July 8, 1904	1,050
Usher, J. R.	Clerk	May 6, 1907	950
Wainwright, W. G.	Clerk	Apr. 27, 1909	950
Chapman, C. M. B. (resigned Dec. 31, 1912.	Clerk	Apr. 11, 1907	850
Harvey, R.	Clerk	Oct. 6, 1911	800
Brethour, L. L.	Clerk	Dec. 2, 1911	800
Drum, A. B.	Clerk	Feb. 6, 1913	800

ENGINEERING DEPARTMENT.

Mountain, G. A.	Chief engineer	June ,30 1904	$ 5,000
Simons, T. L.	Asst. chief engineer	Oct. 3, 1904	2,800
*Drury, H. A. K.	1st asst. engineer	June 25, 1906	3,100
Bélanger, A. A.	2nd asst. engineer	May 28, 1910	2,700
*Kerr, A. L.	3rd asst. engineer	Aug. 1, 1911	2,800
Foulds, J. R.	Clerk	Aug. 14, 1906	1,000
Wadsworth, E. W.	Clerk	Sept. 12, 1912	800
†Barber, Miss E. A. H.	Stenographer	May 8, 1907	950
†McDonald, Miss N.	Stenographer	Oct. 14, 1910	850

RECORD DEPARTMENT.

Thomson, J. W.	Chief clerk	Sept. 1, 1904	$ 1,300
Huband, C. S.	Acting record officer	May 2, 1905	1,250
Jamieson, W. A.	Clerk	Aug. 14, 1906	1,000
Langelier, D.	Clerk	Aug. 20, 1904	950
Martin, J. E.	Clerk	May 6, 1907	950
Demers, F. R.	Statistical clerk	Aug. 14, 1906	900
Chambers, D. H.	Clerk	June 29, 1910	900
Lyon, N. B.	Clerk	May 11, 1911	850
Carruthers, J. P.	Clerk	Sept. 12, 1912	800
Edwards, F. A.	Clerk	Oct. 19, 1912	800
Lajoie, J. V.	Clerk	Dec. 10, 1912	800

*Includes $300 allowed on account living expenses.
†Includes $150 allowed on account living expenses.

PERMANENT STAFF OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, FOR THE YEAR ENDING MARCH 31, 1913.—*Continued.*

SECRETARY'S DEPARTMENT.

Name.	Occupation.	Date Order-in-Council.	Salary.
Ecclestone, A. E.	Chief clerk	Aug. 14, 1906	$ 1,450
Arbick, J.	Clerk	Dec. 23, 1904	950
Larocque, A.	Clerk and stenographer	Dec. 31, 1908	900
Empey, R. W. (resigned 1st May, 1912).	Clerk and stenographer	July 15, 1911	700
Hollington, P.	Clerk	Oct. 19, 1912	800
Timmins, J.	Clerk	Feb. 6, 1913	800
Bliss, Miss M.	Stenographer	May 29, 1911	650
Gamble, Miss C. L.	Stenographer	July 19, 1912	600
MacGuire, Miss E.	Stenographer	July 27, 1912	600
Murphy, Mrs. L.	Stenographer	Jan. 25, 1913	600
Latour, T. D.	Mailing Clerk	Dec. 31, 1907	750

ASSISTANT SECRETARY'S DEPARTMENT.

Primeau, E. A.	Assistant secretary (for French correspondence)	May 7, 1904	$2,600
Lapointe, A.	Chief clerk and accountant	May 6, 1907	1,000
Casey, T. H.	Clerk and stenographer	Aug. 28, 1909	850
Turcotte, Miss A. M.	Stenographer	May 29, 1911	650

OPERATING DEPARTMENT.

Nixon, A. J.	Chief operating officer	July 23, 1909	$4,000
Lalonde, E. C.	Asst. chief operating officer	Aug. 20, 1904	2,300
Ogilvie, J.	Asst. chief operating officer	March 4, 1907	2,300
*McCaul, M. J.	Inspector	May 6, 1907	2,300
Clark, J.	Inspector	May 6, 1907	2,000
Blyth, W. S.	Inspector	May 6, 1907	2,000
*Hudson, A. E.	Locomotive inspector	May 3, 1912	2,100
Gillett, L. D.	Locomotive inspector	May 3, 1912	1,800
*Gardiner, J.	Locomotive inspector	May 3, 1912	2,100
Harris, Tiffin	Inspector	May 3, 1912	1,800
*Shinnick, J. H.	Inspector	Dec. 31, 1909	1,700
Poulin, A.	Inspector	July 28, 1911	1,200
Ward, H. H.	Chief clerk	Feb. 11, 1911	1,100
Britton, T. G.	Clerk	May 6, 1907	950
Dunsmore, T. E.	Clerk	Oct. 14, 1912	900
Parker, C. M.	Clerk and stenographer	Oct. 14, 1912	800
O'Connor, Miss G. M.	Stenographer	Dec. 31, 1908	750
O'Connor, N. F. (Resigned 29th June, 1912).	Clerk and stenographer	Dec. 22, 1909	750
Scroggie, Miss H. H.	Stenographer	Jan. 25, 1913	600

FIRE INSPECTION DEPARTMENT.

†Leavitt, C.	Chief fire inspector	Feb. 22, 1913	$ 800
Johnson, H. C.	Fire inspector	Feb. 6, 1913	1,800
White, R. J.	Chief clerk and stenographer	Feb. 6, 1913	900

*Including $300 on account living expenses.

† The salary of Mr. Leavitt is $3,600 per annum, the difference is paid by the conservation commission.

SESSIONAL PAPER No. 20c

PERMANENT STAFF OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, FOR THE YEAR ENDING MARCH 31, 1913.—*Concluded.*

LAW DEPARTMENT.

Name.	Occupation.	Date of Order-in-Council.	Salary.
Blair, A. G	Law clerk	Aug. 20, 1904	$2,800
Larose, Miss R	Stenographer and librarian	May 1, 1905	900
Fligg, Miss C. L	Stenographer	May 2, 1911	650

PRIVATE SECRETARY TO CHIEF COMMISSIONER.

Richardson, R	Secretary to chief Commissioner and acting secretary outside Ottawa	April 12, 1905	$2,200
Lewis, Miss L. J	Clerk and stenographer	May 7, 1904	850

STENOGRAPHERS.

Cameron, Miss E. M	Clerk and stenographer to Commissioner McLean	Aug. 20, 1904	$ 850
Hache, Miss M. (Resigned July 21, 1912).	Clerk and stenographer to Assistant Chief Commissioner	Dec. 31, 1907	750
Casey, Miss N	Clerk and stenographer to Assistant Chief Commissioner	Dec. 31, 1908	850
Ross, Miss M. G	Clerk and stenographer to Commissioner Mills	Sept. 11, 1909	750
Vaughan, Miss M	Clerk and stenographer to Commissioner Goodeve	May 11, 1911	700
Cameron, Miss E (Resigned Aug. 31, 1912).	Stenographer	June 15, 1912	700

MESSENGERS.

*Chandler, T. (deceased)	Store-keeper and court usher	May 7, 1904	$ 900
Graham, F. D	Chief messenger	Oct. 19, 1912	700
Barbeau, E. S	Messenger	Sept. 11, 1909	700
Wallace, A. J	Messenger	Oct. 19, 1912	650
Downes, Wm	Messenger	Oct. 19, 1912	650

CAR "ACADIA."

Pile, William	Cook		$1,020

REPORTING STAFF.

Butcher, N. R	Official reporter to Board	April 14, 1908	$4,800

NOTE.—This amount is a special amount fixed by contract covering all reporting for the Board.

APPENDIX "H"

REPORT OF FIRE INSPECTION DEPARTMENT.

BOARD OF RY. COM. FOR CANADA, March 31, 1913.

A. D. CARTWRIGHT, Esq.,
Secretary, Board of Ry. Com.,
Ottawa, Ont.

SIR,—I beg to submit herewith, for the eighth annual report of the Board, report of the Fire Inspection department for the year ending March 31, 1913.

ORGANIZATION.

Immediately following the issuance of order No. 16570, dated May 22, 1912 (see page 81), the Fire Inspection department was organized, through the temporary appointment by the Board of the undersigned as chief fire inspector. In pursuance of a co-operative arrangement, the undersigned is also under appointment as chief forester to the Commission of Conservation.

FIRE PATROLS.

The preparation of railway fire patrol plan under regulations 11 and 12 of order 16570 was undertaken at once, and conferences were held in the West with representatives of the railway companies. At these conferences were also present representatives of the Forestry branch, Department of the Interior, and of the Forest branch, Lands Department of British Columbia. Following the agreements reached at these conferences, letters were sent the following railway companies, specifying fire patrols and other fire-protective measures to be established on lines in British Columbia, Alberta, Saskatchewan, and Manitoba: Canadian Northern, Grand Trunk Pacific, Canadian Pacific, Great Northern, Esquimalt and Nanaimo, Victoria and Sydney.

Special patrols were prescribed only where the intensity of fire danger was considered sufficient to justify such action. The measures prescribed were based on the theory of efficient protection at a minimum of cost to the company.

PERSONNEL OF STAFF.

Provision was made for a local inspection staff through co-operative arrangements with the Forestry and Parks branches, Department of the Interior, and the Forest branch, Lands Department of British Columbia. Under these arrangements, the following superior field officers were appointed:—

H. R. MacMillan, chief forester, Forest branch, Lands Department, Victoria, B.C., appointed provincial fire inspector for British Columbia, to supervise fire inspection on all railway lines in the province under the jurisdiction of the Board, with the exception of lines in the Railway Belt. Mr. MacMillan is assisted by R. E. Benedict, assistant forester, who was appointed assistant provincial inspector.

D. Roy Cameron, district inspector of Dominion Forest Reserves, Forestry branch, Department of the Interior, Kamloops, B.C., appointed fire inspector for the Railway Belt.

W. N. Millar, district inspector of Forest Reserves, Forestry branch, Interior Department, Calgary, Alta., appointed fire inspector for Dominion Forest Reserves in Alberta.

Howard Douglas, chief superintendent of Dominion Parks, Interior Department, Edmonton, Alta., appointed fire inspector for Dominion Parks. On his retirement from the Parks branch and his succession by P. C. Barnard Hervey, the appointment of Mr. Douglas was cancelled, and Mr. Hervey was appointed fire inspector for Dominion Parks, in his stead.

E. H. Finlayson, inspector of fire ranging, Forestry branch, Interior Department, Winnipeg, Man., appointed Fire Inspector, to supervise railway fire inspection on lines in Alberta, Saskatchewan, and Manitoba, not above provided for, with the exception of fire-guard inspection in Alberta and Saskatchewan.

Fire guard inspection in Alberta was provided for through the appointment as fire-guard inspector of Benjamin Lawton, chief fire guardian, Department of Agriculture, Edmonton.

Similar action for Saskatchewan was taken, through the appointment, with the same title, of R. J. McLean, fire commissioner, Attorney General's Department, Regina.

The government of Manitoba preferred to have the fire-guard inspection provided in some other way than through a plan of co-operation, and arrangements were accordingly made with the Dominion Forestry branch, Interior Department, for the handling of this work by E. H. Finlayson, appointed fire inspector, as above noted.

In case of each of the above officials, salary and travelling expenses were provided by the co-operating organizations, and was each assisted in handling the details of the fire inspection work by subordinate officers, likewise without cost to the Board. In some cases, these subordinate officers were appointed officers of the Board.

The above plan of co-operation has worked very satisfactorily, and much credit is due the co-operating organizations for the effective support they have given in the handling of this work.

R. J. White was appointed chief clerk and stenographer, in the Otawa office of the department.

H. C. Johnston was appointed fire inspector, near the close of the year, to assist the chief fire inspector in supervising all the work of the department.

EXTENSION OF WORK TO THE EAST.

By the time the fire patrol work could be organized, as above, in the four western provinces, the fire season of 1912 was so far advanced that extension to the east was impracticable. The matter of co-operation was, however, taken up with the Governments of Ontario, Quebec, New Brunswick, and Nova Scotia, and in each case assurance was given that an officer would be designated by the Provincial Government for appointment by the Board, and that the necessary staff of subordinate inspectors would be provided.

Under this arrangement, E. J. Zavitz, forester, Department of Lands, Forests and Mines of Ontario, has been appointed provincial fire inspector for Ontario; and W. J. C. Hall, chief of the Forest Protection Branch, Department of Lands and Forests of Quebec, has been appointed provincial fire inspector, to supervise railway fire inspection work in that province. It is expected that similar arrangements will be made at an early date for the handling of fire inspection work in New Brunswick and Nova Scotia.

FIRE-GUARD CONSTRUCTION.

During the past year, following the previously-established policy, the construction of fire-guards was required, by the ploughing of a strip of not less than 16 feet in width, at a distance of not less than 300 feet from the track, on both sides of the track, along railway lines through the provinces of Alberta, Saskatchewan and Manitoba, except where a satisfactory showing should be made by the company that such action was either unnecessary or impracticable. The removal, by burning or other-

wise, of grass and other inflammable material between the ploughed strip and the track was also required.

It appears that some change in the above requirement is desirable in the case of cultivated and fenced pasture or grazing lands; and a study has accordingly been undertaken in order to determine what requirements should be made of the railway companies in this connection. In order to get as wide an expression of opinion as possible, circulars containing a large number of questions, were sent to the railway companies and to the representatives of the organized farming interests, with request for replies. The replies thus far received indicate clearly that some changes are desirable in the interests of all concerned. Some modifications will accordingly be made in the requirements for the season of 1913.

RIGHT OF WAY CLEARING.

Much attention has been paid the matter of securing compliance with section 297 of the Railway Act, which requires that "the Company shall at all times maintain and keep its right of way free from dead or dry grass, weeds and other unnecessary combustible matter."

Complaints by the public, and specified reports by the staff of the Fire Inspection and Operating departments have been closely followed up. Circular 107 (see Appendix L) was issued February 22, 1913, calling attention to the requirement of the Railway Act in respect to condition of the right of way.

FIRE PROTECTIVE APPLIANCES.

The inspection of fire-protective appliances on locomotives, under regulations 2 and 3 of order 16570, is handled by the Operating department of the Board.

AMENDMENT OF ORDER 16570.

On February 22, 1913, circular 108 was issued (see Appendix L) proposing for discussion certain modifications in regulation 15 of the order. Some other changes of a minor nature are also under consideration, and it is expected that an order will issue in the near future making these changes effective.

It is believed that the changes contemplated will strengthen the order, and will also dispose finally of the objections raised by the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific Railways in connection with their application to the Supreme Court for leave to appeal with regard to certain features of order 16570.

RESULTS OF FIRE PATROLS, SEASON OF 1912.

As previously noted, order 16570 was issued May 22, 1912. On account of the time required for organizing the work, holding the necessary conference with railway officials, and enabling the railway companies to organize by securing necessary equipment and personnel, it was not possible to get the prescribed special patrols actually in effect before the months of July and August. The very unusually wet season then rendered unnecessary the establishment of a considerable number of the patrols prescribed. Many of the patrols were, however, established as prescribed, and did excellent service.

Principally on account of the weather conditions, the only serious railway fires were during the early part of the summer, before the measures required by order 16570 could be put into effect. Statistics of railway fire damage are necessarily incomplete. The accompanying table has, however, been prepared from the somewhat fragmentary data available.

Respectfully submitted.

CLYDE LEAVITT,
Chief Fire Inspector.

SESSIONAL PAPER No. 20c

SUMMARY of Reports on Fires occurring adjacent to Railway Lines in British Columbia, Alberta, Saskatchewan, and Manitoba, subject to the jurisdiction of the Board of Railway Commissioners for Canada. Season of 1912. (Exclusive of prairie fires.)

	Canadian Pacific.	Canadian Northern*	Grand Trunk Pacific.	Great Northern.	Esquimalt and Nanaimo.	Victoria and Sidney.	Totals.
Number of fires reported as starting within 300 feet of track (†)	80	71	42	3	2	2	200
Causes of fires—							
(*a*) Trains	67	62	28	3	2	2	164
(*b*) Tramps, etc., and camp fires	4	4	4	.....	.....	.....	12
(*c*) Other known causes	5	5	10	.....	.....	.....	20
(*d*) Unknown	4	.....	.....	.....	.....	.....	4
Acres burned over by fires outside right of way—							
(*a*) Grass or cultivated land	35	3,500	600	.....	.....	.....	4,135
(*b*) Young forest growth	16,070	.....	945	2	.....	.....	17,017
(*c*) Timber land	1,010	7	205	100	.....	.....	1,322
(*d*) Slashing or old burn not restocking	510	1,004	120	900	.....	140	2,674
(*e*) Total	17,625	4,511	1,870	1,002	.....	140	25,148
Value of property destroyed—							
(*a*) Young growth	$51,150	.....	$500	$5	.....	.....	$51,655
(*b*) Standing timber	$12,250	$2,500	$1,825	$600	.....	.....	$17,175
(*c*) Forest products in process of manufacture	$50	.....	$500	.....	$100	.....	$650
(*d*) Railway property not covered in above	.....	.....	$18,250	.....	.....	.....	$18,250
(*e*) Other private property not covered in above	$100	$150	$500	.....	.....	.....	$750
(*b*) Total	$63,550	$2,650	$21,575	$605	$100	.....	$88,480

(*) Does not include lines in British Columbia—Canadian Northern Pacific, not subject to Board.
(†) Many incipient fires not reported.

APPENDIX I.

LIST OF BOOKS IN LIBRARY UP TO MARCH 31, 1913.

Abbott—Electrical Transmission of Energy.
Abbott—Railway Law of Canada.
Abbott on Telephony.
Ackworth—Elements of Railway Economics.
Actes du Canada et des provinces non abrogés par les Statuts Revisés, 1887.
Acts of the Provinces and of Canada not repealed by the Revised Statutes, 1887.
Act to regulate Commerce.
Adams—Railroad Accidents.
Adams—The Block System.
Alabama—Reports of the Railroad Commission, 1908, 1910.
Alberta Law Reports, 1908, 1909.
Alberta Statutes, 1906—1913.
Allen—Telegraph Cases.
American Electrical Cases.
American and English Annotated Cases, 27 Vols. Digest, Vols. 1-10; 1-20.
American and English Encyclopedia of Law, 32 vols. Supplement.
American and English Railroad cases, Old Series, 61 vols.; Digest, vols. 1-35; 36-43.
American and English Railroad cases, New Series, 68 vols.; Digest, vols. 1-23; 24-43; and 44-53.
American Railway Reports, 21 vols.
American Reports, Digest, 2 vols.
Anderson—Dictionary of Law.
Anderson—Index-Digest of Interstate Commerce Laws.
Armstrong—Digest of Nova Scotia Reports.
Ashe—Electric Railways.
Audette—Practice of the Exchequer Court.
Auditor General's Reports.

Baldwin—American Railroad Law.
Barnes—Interstate Transportation.
Bartholomew—Air Brakes for Electric Cars.
Beach—Law of Railways.
Beach—Monopolies and Industrial Trusts.
Beach—Railway Digest (Annual) 1889.
Beal on Bailments.
Beal on Cardinal Rules of Legal Interpretation.
Beal and Wyman—Railroad Rate Regulation.
Beauchamp—Jurisprudence of the Privy Council.
Beaudry-Lacantinerie—Droit Civil.
Beavan & Walford—Railway Cases.
Bell & Dunn—Practice Forms.
Belsterling—Digest of Decisions—Transit Privileges.
Beullac—Code de Procedure Civile.
Bigg's General Railway Acts.
Biggar's Municipal Manual.
Bird's Digest of British Columbia Case Law.
Blakemore—Abolition of Grade Crossings in Massachusetts.
Bligh's Ontario Law Index to 1900.
Bligh and Todd—Dominion Law Index, 1898.
Booth—Street Railways.
Boulton—The Law and Practice of a case stated.
Bouvier's Law Dictionary.
Boyle & Waghorn—The Law and Practice of Compensation.
Boyle & Waghorn—The Law Relating to Railway and Canal Traffic.
Brandeis—Scientific Management.
Brassey, Lord—Fifty years of Progress and the New Fiscal Policy.
Brice on Tramways and Light Railways.
Brice—Ultra Vires.
British Columbia Reports, 16 vols.
British Columbia Statutes, 1872-1913. Revised Statutes, 1897, 1911. Consolidated Statutes, 1877.
British Columbia Year Book.
British Ruling Cases.
Brockway—Electric Railway Accounting.
Broom's Legal Maxims.

LIST OF BOOKS IN LIBRARY UP TO MARCH 31, 1913.—Continued.

Browne's Law of Carriers.
Browne on the Law of Compensation.
Browne's Practice before the Railway Commissioners.
Brown, MacNamara & Neville—English Railway and Canal Traffic Cases, 14 vols.
Brown and Theobald—Law of Railways.
Bullinger's Postal and Shipper's Guide for the United States and Canada, 1912.
Butterworth's Practice of the Railway and Canal Commission.
Butterworth—Railways and Canals.
Byer's Economics of Railway Operation.

California, Reports of the Railroad Commission.
Calverts' Regulation of Commerce.
Campbell on Forest Fires and Railways.
Cameron's Supreme Court Practice and Rules, 1913.
Canada Law Journal.
Canada and Newfoundland Gazetteer, 1909, 1910.
Canada Year Book.
Canadian Annual Digest.
Canadian Annual Review.
Canadian Case Law Digest.
Canadian Law Review.
Canadian Law Times.
Canadian Reports, Appeal Cases.
Canadian Ten-Year Digest.
Car Builder's Dictionary.
Carmichael—Law of the Telegraph, Telephone and Submarine Cable.
Carter—When Railroads were new.
Cartwright's British North America Cases.
Cartwright's Canadian Law List.
Casson, Ellis and Hutchinson, jr.—Horse, Truck and Tractor.
Century Dictionary and Cyclopedia.
Chandler on the Express Service and Rates.
Chambers' Parliamentary Guide.
Charter of the City of Montreal with Amendments.
Chitty's Archbold's Q. B. Practice.
Chitty's K. B. Forms.
Clapp—The Navigable Rhine.
Clarke and Others—The American Railway.
Clarke's Street Accident Law.
Clarke on State Railroad Commissions.
Clark's Studies in History, Economics and Public Law. Standards of Reasonableness in Local Freight Discriminations.
Clements' Canadian Constitution.
Clements' Federal Supervision of Railroads.
Cleveland and Powell—Railroad Finance.
Cleveland and Powell—Railroad Promotion and Capitalization.
Clifton and Grunaux—A New Dictionary of the French and English Languages.
Clifton and Grunaux—Technological Dictionary, English, German, French.
Clode's Rating of Railways.
Colson—Abrégé de la legislation des Chemins de Fer et Tramways.
Commission Telephone Cases.
Congdon's Digest of Nova Scotia Reports.
Connecticut—Reports of Railroads.
Connor's Report of the Working of American Railways.
Constantineau on the de Facto Doctrine.
Cooley on the American Railway—Its Construction, Development, Management, and Appliances.
Cooley on Taxation.
Copnall—A Practical Guide to the Administration of Highway Law.
Cowles—A General Freight and Passenger Post.
Coutlee's Digest of Supreme Court Reports.
Criminal Code.
Croswell on the Law Relating to Electricity.
Curran—Freight Rates Studies in Rate Construction.
Currier's Railway Legislation of the Dominion of Canada.
Cyclopedia of Law and Procedure.

Dagger on Telephone Systems—The Ontario Telephone Act.
Daggett—Railroad Re-organization.
Dale and Lehmann's English Over-ruled cases.
Daniell's Chancery Forms.
Darlington's Railway and Canal Traffic Acts.
Darlington on Railway Rates.
Daviel—Des Cours d'Eau.
Denton's Municipal Negligence (Highways.)

LIST OF BOOKS IN LIBRARY UP TO MARCH 31, 1913.—Continued.

Dewsnup on Railway Organization and Working.
Dictionary of Altitudes in Canada.
Directory of Railway Officials.
Disney's Carriage by Railway.
Dodd's Law of Light Railways.
Doherty—Liability of Railroads to State Employees.
Dorsey—English and American Railroads compared.
Douglas—The Influence of the Railroads of the United States and Canada on the Mineral Industry.
Drinker's Interstate Commerce Act. Supplement.
Droege—Freight Terminals and Trains.
Duff on Merchant's Bank and Railroad Bookkeeping.
Dunn's American Transportation Question.

Eaton on Railroad Operations. How to Know them.
Eddy on Combinations.
Edward's Railway Nationalization.
Elliott—The A. B. C. of Railroad Signalling.
Elliott—The Individual, the Corporation and the Government.
Elliott—Minnesota. The Railways and Advertising.
Elliott on Railroads.
Elliott on Roads and Streets.
Encyclopedia Brittanica.
Encyclopedia of the Laws of England.
Endlich on Statutes.
English Law Reports.
English Law Reports Digest.
English Reports (reprints.)
English Ruling Cases, 26 vols. Supplement, vol. 27.
Exchequer Court Reports.

Ewart's Digest of Manitoba Law Reports.
Farnham—Waters and Water Rights.
Fetter's Carriers of Passengers.
Finch on Federal Anti-Trust Divisions.
Florida—Annual Reports of the Railroad Commission.
Forney's Catechism of the Locomotive.
Foster on Engineering Valuation of Public Utilities and Factories.
Georgia—Railroad Commission Annual Reports.

Gephart on Transportation and Industrial Development in the Middle West.
Gilbert's Street Railway Reports.
Gillette's Hand Book of Cost Data.
Glen on Highways.
Goodeve—Railway Passengers.
Gould on Waters.
Gray's Communication by Telegraph.
Greene on Highways.
Grierson—Railway Rates English and Foreign.

Hadley's Railway Transportation.
Hadley on Railway Working and Appliances.
Haines' American Railway Management.
Haines on Railway Corporations as Public Servants.
Haines' Restrictive Railway Legislation.
Hamilton's Railroad Laws of New York .
Hamilton's Railway and other Accidents.
Hamlin's Interstate Commerce Acts Indexed and Digested.
Hammond's Railway Rate Theories of the Interstate Commerce Commission.
Hardcastle's Statute Law.
Hatfield's Lectures on Commerce.
Hay, jr.—The Law of Railway Accidents in Massachusetts.
Hemmeon's History of the British Post Office.
Henderson on Ditches and Water Courses.
Henderson on Locomotive Operation.
Hendrick's Railway Control by Commissions.
High on Injunctions.
Hitt's Electric Railway Dictionary.
Hodges on Railways by J. M. Lely.
Hodgin's Dominion and Provincial Legislation.
Holmested and Langton's Ontario Judicature Act.
Holmested and Langton's Forms and Precedents.
Holt's Canadian Railway Law.
Hopkins on the Law of Personal Injuries.
Hudson on Compensation.

LIST OF BOOKS IN LIBRARY UP TO MARCH 31, 1913.—Continued.

Hutchinson's Carriers.
Hutchinson on Carriers. 2nd Ed. Mechem.

Illinois Railroad and Warehouse Commission Special Report, 1902-6.
Illinois Railroad and Warehouse Commission Annual Reports.
Imperial Statutes, 1876.
Index of Cases Reported in Law Reports.
Index to Quebec Official Reports.
Indiana Railroad Commission Annual Reports.
Interstate Commerce Commission Reports.
Interstate Commerce Commission First Annual Report of the Statistics of Express Companies in the United States, 1909.
Interstate Commerce Reports.
Ivatts' Railway Management.
Interstate Commerce Act as amended (1912.) State Public Utility Laws, Federal and State Court Decisions, Interstate Commerce Laws.

Jackman's Freight Rates and Classifications.
——Jevons on the State in relation to Labour.
Johnson on American Railway Transportation.
Johnson & Huebner—Railroad Traffic and Rates.
Johnson—Ocean and Inland Water Transportation.
Jones' Telegraph and Telegraph Companies.
Joy—Toll Telephone Practice.
Joyce on Electric Law.
Judgment of the Board Relating to Express Companies in Canada.
Judson on Interstate Commerce.

Kant's Index to cases Judically Noticed in the Law Reports.
Keasbey—Electric Wires.
Kerr on Injunctions.
Kirkman on the Science of Railways.

Lafleur's Conflict of Laws.
Langelier's Cours de Droit Civil.
Langelier—De la Preuve.
Langstroth & Stilz—Railway Co-operation.
Larombiere.
Latimer's Railway Signalling in Theory and Practice.
Laurent's Droit Civil.
Law Reports Digest.
Law Times Reports.
Law Times Reports General Index.
Lefroy on Legislative Power in Canada.
Legal Mews.
Leggett on Bills of Lading.
Lewis' American Railroad and Corporation Reports.
Lewis' Eminent Domain.
Lewis Sutherland on Statutory Construction.
Littre et Beaujeu—Dictionaire de la langue Francaise avec un Supplement d'Histoire et de Geographie.
Louisiana Railroad Commission Reports.
Lovell's Compendium.
Lovell's Gazetteer of the Dominion of Canada.
Lower Canada Jurists.
Lower Canada Reports.
Lust and Merriam—Digest of Decisions under the Interstate Commerce Act.

MacBeth—The Rationale of Rates.
MacMillan & Gutches—Forest Products of Canada.
MacMurchy & Dennison's Canadian Railway Act, Annotated.
MacMurchy and Dennison's Canadian Railway Cases.
MacMurchy and Dennison's Railway Law of Canada.
Macnamara's Law of Carriers.
Maine Commissioner of Highways Annual Reports.
Manitoba Law Reports.
Manitoba Reports—Temp. Wood.
Manitoba Statutes, 1871-1912. Revised Statutes, 1891 and 1902.
Mann—Massachusetts Railroad and Railway Laws.
Manual Railway and Signal Association.
Marriott—The Fixing of Rates and Fares.
Maryland Bureau of Statistics and Information Annual Report 1910.
Massachusetts Railroad Commissioners Annual Reports.
Masters' Supreme Court Practice.
Mathieu's Code Civil de la Province de Quebec.

LIST OF BOOKS IN LIBRARY UP TO MARCH 31, 1913.—Continued.

Mayne on Damages.
Maxwell on Statutes.
McDermot on Railways.
McLean—Georgian Bay Canal.
McNicol' American Telegraph Practice.
McPherson & Clarke's Law of Mines.
McPherson on Railroad Freight Rates in Relation to the Industry and Commerce of the United States.
McPherson on Transportation in Europe.
McPherson on the Working of the Railroads.
Merritt's Federal Regulation of Railway Rates.
Mews' Digest of English Case Law, 16 vols. and Annual Supplements, 1898-1913.
Meyer's British State Telegraphs.
Meyer's Goverment Regulation of Railway Rates.
Meyer on Municipal Ownership in Great Britain.
Meyer on Public Ownership and the Telephone in Great Britain.
Meyer's Railway Legislation in the United States.
Michigan Railroad Laws.
Michigan Commissioner of Railroads Reports.
Mignault.
Mills on Our Inland Seas, Their Shipping and Commerce for Three Centuries.
Minnesota Railroad and Warehouse Commission Reports.
Mississippi Railroad Commissioner's Reports.
Missouri Railroad & Warehouse Commissioners' Reports.
Moulton on Waterways v. Railways.
Montreal Directory.
Montreal Law Reports. Digest by Saint Cyr.
Montreal Street Railway Company's Annual Report, 1909.
Moody's Analyses of Railroad Investments, 1912.
Moody—How to analyze Railroad Reports.
Moore on Carriers.
Morris on Railroad Administration.
Mossop's Railway Operating Statistics.
Murray's English Dictionary.

Nebraska Railway Commission Annual Reports.
Nebraska Laws Relating to Railroads and other Common Carriers. Nebraska State Railway Commission.
Nellis on Street Railroad Accident Law.
Nellis—Street Service Railroads.
Nelson on the Anatomy of Railroad Reports.
Nelson—Interstate Commerce Commission.
Nevada Railroad Commission Annual Reports.
Nevada Public Service Commission Report, 1912.
New Brunswick Board of Commissioners Public Utilities Report.
New Brunswick Equity Reports.
New Brunswick Reports.
New Brunswick Statutes 1867-1912. Consolidated Statutes, 1877 and 1903.
Newcombe—Railway Economics.
Newcombe on Work of the Interstate Commerce Commission.
New Jersey Board of Public Utility Commissioner's Reports.
New Jersey Board of Railroad Commissioners' Reports.
New York Public Service Commission Reports.
New York Railroad Commissioners' Reports.
New York Railroad Commissioners' Reports.
Nichol's English Railway and Canal Cases.
North Carolina State Tax Commission Reports.
North West Territories Ordinances, 1878-1905.
Nova Scotia Judicature Act, 1900.
Nova Scotia Reports, 45 vols.
Nova Scotia Statutes, 1865-1912. Revised Statutes, 1871, 1884, and 1900.
Noyes on American Railroad Rates.
Nutts' Technological Dictionary, French, German, English.

O'Brien's Conveyancer.
Official Postal Guide of Canada.
Oklahoma Corporation Commission Reports.
Ontario Digest Case Law. Supplement.
Ontario Gazetteer and Business Directory.
Ontario and Upper Canada Reports.
Ontario Law Reports Index of Cases.
Ontario Law Reports Digest of Cases.
Ontario Railway Digest.
Ontario Railway and Municipal Board Reports.
Ontario Statutes, 1867-1913. Revised Statutes, 1877, 1887, and 1897.

SESSIONAL PAPER No. 20c

LIST OF BOOKS IN LIBRARY UP TO MARCH 31, 1913.—Continued.

Oregon Railroad Commission Reports.
Ottawa Directory.
Oxley's Light Railways.

Paine on the Law of Bailments.
Paish on the British Railway Position.
Parsons on the Heart of the Railroad Problem.
Parsons on Railway Companies and Passengers.
Patterson's Railway Accident Law.
Pease on the Freight Transportation of Trolley Lines.
Pennsylvania State Railroad Commission Reports.
Petition of the Merchants' Association of New York, et al, before the Interstate Commerce Commission, in relation to Express Service, Rates, Regulations and Practices.
Pierce's Digest of Decisions under the Act to Regulate Commerce. 1887-1908.
Piggot's Imperial Statutes.
Pim on the Railways and the State.
Pollock's Bill of Lading Exceptions.
Poor's Manual of Railroads.
Postal Guide of Canada.
Pratt's American Railways.
Pratt on Canals and Traders.
Pratt on German vs. English Railways.
Pratt & MacKenzie on Highways.
Pratt on a History of Inland Transport and Communication in England.
Pratt on Railways and their Rates.
Prentice—Federal Powers over Carriers and Corporations.
Prince Edward Island Reports.
Prince Edward Island Statutes, 1867-1912.
Proctor on the Drainage Acts, 1908, Ontario, Manitoba and British Columbia.

Quebec Law Reports.
Quebec Public Utilities' Commission Annual Reports.
Quebec Statutes, 1868-1912. Revised Statutes, 1888, 1889, and 1909.

Railway Signal Association 1909 Proceedings.
Railway Statistics of Canada.
Railway Statistics of the United States.
Railways in the United States.
Ramsay and Morin's Reports.
Rapalje's Digest of American Decisions and Reports.
Rapalje & Mack's Digest of Railway Law, 8 vols.
Raper's Railway Transportation.
Rapports Judiciaires Officiels de Quebec.
Ray's Negligence of Imposed Duties—Passenger Carriers. Freight Carriers.
Redfield on the Law of Railways.
Redman's Arbitration and Awards.
Redman on the Law of Railway Carriers.
Reese on Ultra Vires.
Revue de Jurisprudence.
Revue Legale.
Rhode Island Public Utilities Commission Annual Reports.
Richards—Conservation of Men.
Richardson & Hook's American Street Railway Decisions.
Richards & Soper on Compensation.
Ripley on the Railroads and the People.
Ripley—Railroads, Rates and Regulations.
Ripley's Railway Problems.
Robertson on Tramways.
Robinson & Joseph's Law and Equity Digest.
Roscoe's Nisi Prius.
Ross on British Railways.
Rover on Railroads.
Russell on Arbitration.
Russell & Bayley's Indian Railways Act, 1890.
Russell's Equity Decisions of Nova Scotia.

Saskatchewan Reports.
Saskatchewan Statutes, 1906-1912. Revised Statutes, 1909.
Sayings and Writings about the Railways.
Schoulers' Bailments and Carriers.
Scott on Automatic Block Signals.
Scott's Law of Telegraphs.
Scrutton's Charter parties and Bills of Lading.
Sellew on Steel Rails—Their History, Properties, Strength and Manufacture.

LIST OF BOOKS IN LIBRARY UP TO MARCH 31, 1913.—Concluded.

Seton on Decrees.
Shaughnessy—Before the Interstate Commerce Commission. Long and Short Haul Provisions.
Shelton—The Lakes-to-the-Gulf Deep Waterway.
Sirey's Code Civil.
Smith's Organization of Ocean Commerce.
Snyder on American Railways as Investments.
Snyder's Annotated Interstate Commerce Act and Federal Anti-Trust Laws.
Sourdat.
South Carolina Railroad Commission Reports.
Statutes of Canada, 1867-1911. Revised Statutes, 1886, 1906.
Statutes relating to the City of Toronto, 1894.
Stephens' Digest of Highway Cases.
Stephens' Quebec Digest.
Sterne—Railways in the United States.
Steven's Digest of New Brunswick Reports.
Stewart's Index to Dominion and Provincial Statutes.
Stickney on the Railway Problem.
Streets' Foundations of Legal Liability.
Strombeck—Freight Classification.
Stroud's Judicial Dictionary.
Suffern & Son—Railroad Operating Costs.
Supreme Court of Canada Reports.
Sutherland on Damages.

Talbot—The Making of a Great Canadian Railway.
Talbot and Fort's English Citations.
Talbot's Railway Conquest of the World.
Taschereau on the Criminal Code.
Taschereau's These du Cas Fortuit.
Taylor on Evidence.
Temiskaming & Northern Ontario Railway Commission Annual Reports.
Territories Law Reports.
Texas Railroad Commission Reports.
La Themis.
Theoret's Code de Procedure Civile, Montreal.
Thompson's Law of Electricity.
Thornton on Railroad Fences and Private Crossings.
Tiedeman's Municipal Corporations in the United States.
Toronto Directory.

United States Supreme Court Reports. Digest.

Van Zile—Bailments and Carriers.
Vaughan's Index to the Railway Acts of Canada, 1898.
Vermont Public Service Commission Reports.
Vermont Public Service Laws Compiled from the public statute and the Acts of the General Assembly at the Sessions of 1908 and 1910.

Virginia State Corporation Commission Reports.
Waghorn—Traders and Railways.
Washington on Progress and Prosperity.
Webbs' Economics of Railroad Construction.
Webster's Collegiate Dictionary.
Weir's Assessment Law, Canada.
Weld—Private Freight Cars and American Railways.
Wellington on the Economic Theory of Railway.
Wellington's Economical Theory of Railway Location.
Weyl on Passenger Traffic of Railways.
Whitaker's Almanac.
Wigmore on Evidence.
Wilson on Mechanical Railway Signalling.
Wilson on Power Railway Signalling.
Wilson—Safety of British Railways.
Wisconsin Railroad Commission Reports.
Woods' Railway Law.
Woodfall on Railway and Canal Traffic.
Words and Phrases Judicially Defined.
Wright's Locomotive Dictionary, 1912. American Railway Master Mechanic's Association.
Wyman on Public Service Corporations.

Young's Admiralty—Nova Scotia Reports.
Yukon Territory Ordinances, 1903-1912. Consolidated Ordinances, 1902.

APPENDIX J.

STATEMENT showing applications made to the Board under the various sections of the Railway Act, for the year ending March 31, 1913.

		No.
Rescinding of orders	Sections 29	22
Rules and regulations	Sections 30-269-307-313	3
Extension of time	Sections 50	13
Location of line	Sections 157-168	115
Route map	Section 157	54
Correction of plans	Section 162	10
Railway, as constructed	Section 164	37
Deviation of line	Section 167	144
Mines and minerals	Sections 169-171	3
Expropriation of lands	Sections 172-191	58
Appeals to Supreme Court		3
Branch lines of railway	Sections 221-226	513
Railway crossings and junctions	Sections 227-229	227
Interlocking appliances	Section 227	7
Highway crossings	Sections 235-243	1,329
Highway diversions	Section 237	80
Protection at crossings	Section 243	133
Telegraph and telephone connections	Section 245	3
Telegraph wire crossings	Section 246	7
Telephone wire crossings	Section 246	10
Power wire crossings	Section 246	36
Telephone agreement	Section 248	18
Water pipes	Section 250	7
Gas pipes	Section 250	1
Sewers	Section 250	14
Culverts	Section 250	4
Farm crossings	Sections 252-253	23
Protection at farm crossings	Sections 252-253	3
Cattle-guards	Sections 254-255	15
Fencing of right of way	Section 254	5
Constructions, navigable waters	Sections 230-234	12
Interlocking at bridges	Section 273	4
Bridges	Sections 256-257	424
Tunnels	Sections 256-257	7
Stations	Section 258	291
Condition of stations		1
Station accommodation and agents		44
Condition of round-house		5
Opening of railway	Section 261	86
Condition of railway	Section 262	29
Rolling stock	Sections 264-268	10
Train service		35
Working of trains	Section 269	6
Obstruction to traffic	Section 279	53
Accommodation for traffic	Section 284	8
Packing of frogs	Section 285	1
Accident reports	Sections 292-293	96
Thistles and weeds	Section 296	9
Fires from locomotives	Sections 297-298	3
By-Laws *re* tolls	Section 314	8
Equality in tolls	Sections 315-320	3
Discrimination facilities	Section 317	2
Interswitching	Sections 317-334	21
Freight classification	Section 321	6
Forms of tariffs	Sections 322-339	2
Disallowance of tariffs	Section 323	2
Standard freight tariffs	Section 327	7
Standard passenger tariffs	Section 331	5
Local passenger tariffs		2
Adjustment in rates		8
Special tariffs	Sections 329-332	10
Joint tariffs	Section 335	6
Provision for carriage	Sections 340-342	3

STATEMENT showing applications made to the Board under the various sections of the Railway Act, for the Year ending March 31, 1913.—*Concluded.*

		No.
Discrimination in express rates	Section 348	2
Express tolls	Sections 348-354	1
Carriage by express	Section 352	23
Amalgamation agreement	Sections 361-363	10
Traffic agreement	Section 364	3
Inquiries		372
Requests		172
Informal complaints		909
Miscellaneous		148
		5,751

APPENDIX K.

List of Cases appealed to the Supreme Court from February 1, 1904, to March 31, 1913.

1.—File 1114. Montreal Terminal Railway vs. Montreal Street Railway, Pius IX Avenue crossing. Appeal from order of the Deputy Chief Commissioner and Commissioner Mills on question of jurisdiction. Appeal allowed.

2.—File 1492. James Bay Railway vs. Grand Trunk Railway crossing Belt Line spur. Appeal to the Supreme Court on question of law. Appeal dismissed.

3.—File 383. Canada Atlantic Railway, Ottawa Electric Railway and city of Ottawa *re* Bank Street subway. Appeal of the Ottawa Electric Railway on question of law. Appeal dismissed.

4.—File 588. *Re* Toronto Union Station, A. R. Williams expropriation. Appeal to the Supreme Court and then to the Privy Council, England, on question of jurisdiction. Appeal dismissed.

5.—File 1604. Case 1309. Robinson vs. Grand Trunk Railway two-cent rate. Appeal to the Supreme Court and then to the Privy Council, on question of law. Appeal dismissed.

6.—File 689. Canadian Pacific Railway vs. Grand Trunk Railway *re* branch line, London, Ont. Grand Trunk Railway Company appeal to Supreme Court on question of jurisdiction. Appeal dismissed.

7.—Case 1680. Essex Terminal and W.E. & L.S.R.R. crossing. Township of Sandwich. Appeal by the Essex Terminal Railway to the Supreme Court on question of law. Appeal dismissed.

8.—File 1497. T. D. Robinson and Canadian Northern Railway spur at Winnipeg. Appeal to the Supreme Court by the Canadian Northern Railway Company on question of jurisdiction. Appeal dismissed.

9.—File 9527. Montreal Street Railway *re* rates, Mount Royal ward. Appeal by the Montreal Street Railway to the Supreme Court of Canada on question of jurisdiction. Appeal allowed.

10.—File 8644. Case 4719. *Re* Agriculture Department, province of Ontario and Grand Trunk Railway Company station at Vineland. Appeal to the Supreme Court of Canada by the railway company on question of jurisdiction. Appeal dismissed.

11.—Case 3322. *Re* Toronto viaduct. Appeal to the Supreme Court by the Canadian Pacific Railway Company on question of law. Appeal dismissed.

12.—Case 4813. *Re* fencing and cattle guards. Order No. 7473. Appeal to the Supreme Court by the Canadian Northern Railway Company on question of jurisdiction. Appeal allowed in part.

13.—File 9351. Case 4492. City of Toronto and Grand Trunk Railway and Canadian Pacific Railway Companies *re* commutation tickets. Stated case to the Supreme Court by city of Toronto on question of law.

14.—File 5999. Case 3545. *Re* city of Ottawa and county of Carleton, Richmond Road viaduct. Appeal by county of Carleton, on question of jurisdiction. Appeal dismissed.

15.—File 13079. Grand Trunk Railway and Canadian Northern Ontario Railway spur, township of Scarboro. Appeal to the Supreme Court by Grand Trunk Railway Company on question of jurisdiction. Appeal dismissed.

16.—File 7529. Case 3269. Grand Trunk Railway and British American Oil Company, oil rate. Appeal to the Supreme Court by Grand Trunk Railway Company on question of law. Stands for judgment.

17.—File 1519. Grand Trunk Pacific Railway and Fort William *re* location. Appeal by Grand Trunk Pacific to the Supreme Court of Canada, on question of jurisdiction. Stands for judgment.

18.—File 11965. Niagara, St. Catharines and Toronto railway and Davy. Appeal to the Supreme Court by the Niagara, St. Catharines and Toronto Railway Company on question of jurisdiction. Appeal allowed.

19.—File 9527. Montreal Street Railway *re* rates, Mount Royal ward. Appeal by the Montreal Park & Island Railway Company, to the Supreme Court of Canada on the question of jurisdiction. Appeal allowed.

20.—File 10912. Application of the Canadian Northern Railway Company, under section 237 of the Railway Act to cross certain streets in the city of Prince Albert, Sask., and Charles MacDonald. Not yet heard.

21.—File 16580. Clover Bar Coal Co. Ltd., and Wm. Humberstone, the Grand Trunk Pacific Railway Co., and the Clover Bar Sand and Gravel Co. Not yet heard.

22.—File 12682. Regina Rate case. Not yet heard.

23.—File 1487. Application of E. B. Chambers and W. R. G. Phair in connection with order of the Board No. 544, dated July 13, 1905, *re* C.P.R. location Molson-St. Boniface branch. Leave to appeal granted.

24.—File 17963. Application of the Grand Trunk Pacific Railway Company for leave to appeal from judgment of the Board in regard to complaint of A. E. Purcell, of Saskatoon, Sask. Appeal dismissed with costs, judgment being confined to the particular circumstances at Saskatoon.

25.—File 7529, case 3269. Application of the Canadian Pacific Railway Company for leave to appeal from judgment of the Board on question of law in regard to British American Oil Case. Appeal dismissed with costs.

26.—File 7529, Case 3269. Application of the Canadian Pacific Railway Company for leave to appeal from judgment of the Board on question of jurisdiction of the Board in regard to British American Oil case. Appeal dismissed with costs.

27.—File 15330 and 15330.1. Application of the Grand Trunk and Canadian Pacific Railway Companies for leave to appeal upon the question of jurisdiction of the Board, in regard to order dated May 16, 1911, *re* Canadian Oil Co. Appeal dismissed with costs.

28.—Application of the Grand Trunk Pacific Railway Company for leave to appeal from order No. 16701 of the Board, dated June 4, 1912, authorizing the city of Edmonton to cross with tracks and wires, etc., of its municipal owned electric street railway, the tracks of the Grand Trunk Pacific Railway Co., at Twenty-First street, Edmonton. File No. 19435.

29.—Application of the Montreal Park and Island Railway Company, and Montreal Tramways Company, for leave to appeal against order of the Board No. 17082, dated July 20, 1912, allowing the Lachine, Jacques Cartier and Maisonneuve Railway Company to expropriate lands of the Montreal, Park and Island Railway Company. File No. 14329·9.

30.—Application of the British Columbia Electric Railway Company, from order of the Board No. 17480, dated October 14, 1912, authorizing the city of Vancouver to construct Hastings, Pender, Keefer and Harris streets across the tracks of the Vancouver, Victoria and Eastern Railway and Navigation Co., in the city of Vancouver, B.C. File 20062.

List of cases appealed to the Governor in Council from February 1, 1904, to March 31, 1913.

1.—File 399, Bay of Quinte Railway crossing Canadian Pacific Railway at Tweed. Appeal to the Governor in Council by the Bay of Quinte Railway. Order of the Board set aside and former order of the Railway Committee confirmed.

2. File 1455, James Bay Railway vs. Grand Trunk Railway, crossing near Beaverton. James Bay Railway Company appeal to the Governor in Council. Appeal dismissed.

3.—File 1780. *Re* Chatham street crossings, Grand Trunk Railway Company. Appeal by Grand Trunk Railway to the Governor in Council. Appeal dismissed.

4.—File 12992. *Re* Maniwaki branch of C.P.R. starting of trains from Ottawa.

5.—File 2030. *Re* Tariffs of certain Yukon railways. (This was not included in the report.)

6.—File 12912. Park Avenue subway, town of St. Louis, Montreal and Canadian Pacific Railway.

7.—File 3452.30. Application of J. V. Rochester *re* Cameron Bay and Grand Trunk Pacific Railway Company.

8.—File 17040. Lambton to Weston spur and Canadian Pacific Railway Company.

9.—17716. Canadian Pacific Railway Company spur (Longue Pointe), through town of Maisonneuve.

10.—Files 18849, 18787. South Hazelton townsite and Grand Trunk Pacific Railway Company.

11.—File 3322. Toronto Viaduct case.

APPENDIX "L"

General Order No. 95.

Upon the hearing of the matter at the sittings of the Board held in the city of Ottawa, June 18, 1912, the Grand Trunk Railway of Canada, the Canadian Pacific, the Canadian Northern, and Great Northern Railway Companies being represented by council at the hearing; and reading what has been filed on behalf of the respondent railway companies, and the report and recommendation of the chief operating officer of the Board:—

It is ordered as follows:—

Whenever a railway company subject to the jurisdiction of the Board, issues an embargo against any traffic, it shall, within forty-eight hours thereafter, file with the Board a copy of such embargo, with a statement of the conditions rendering such embargo necessary, the action required to remove such conditions, and the probable time such embargo will be continued. And when such embargo is withdrawn or cancelled the company shall forthwith file with the Board a copy of such withdrawal or cancellation.

D'ARCY SCOTT,
Assistant Chief Commissioner.

November 2nd, 1912.

General Order No. 96.

In the matter of the specifications for highway crossing signals.

In pursuance of the powers vested in it under sections 30 and 237 of the Railway Act, and of all other powers possessed by the Board in that behalf; upon the report of the chief engineer of the Board, and upon reading the comments of the representatives of railways and supply companies interested in the erection and maintenance of highway crossing signals.

It is ordered:—

1. That until further notice the specifications for signals at highway crossings are and shall be as follows:—

Post.—The signal must be placed upon a post of suitable structural material. If the post is made of wood, it must be of sound timber not less than 8 by 8 inches and 18 feet long, and shall be firmly set in the ground to a depth of 4 feet. If it is made of iron or steel, it shall be not less than 4 inches in diameter, shall extend at least 12 feet above the ground, and shall be firmly bolted to a concrete or other foundation constructed below the frost line.

Bell.—A bell which shall emit a clear, loud volume of sound under all weather conditions must be used.

Sign.—A sign shall be placed upon the same post as the bell, with the word "danger" upon it in letters not less than 6 inches in length, to be illuminated, so as to be plainly visible after sunset. There may be added to the post, if so desired, the railway crossing sign provided for by section 243 of the Railway Act.

Operation.—The bell and the illumination of the sign shall be controlled and operated automatically by the approach of trains, in such manner that only approaching trains shall operate the signal.

2. That any order of the Board providing for the installation of a highway crossing signal and referring to "Standard specifications for highway crossing signals" be deemed as intended to be a reference to the specifications herein approved and adopted.

3. That the said "Standard specifications for highway crossing signals" come into force the day of the date of this order, and apply to all highway crossing signals hereafter installed.

4. That the general order of the Board No. 12915, dated February 7, 1911, approving specifications for the installation of electric bell signals at highway crossings be, and it is hereby, rescinded.

D'ARCY SCOTT,
Assistant Chief Commissioner.

November 11, 1912.

File 1700-29.

General Order No. 97.

In the matter of the application of the Canadian Pacific Railway Company, the Grand Trunk Railway Company, the Canadian Northern Railway Company, and the Michigan Central Railroad Company, on behalf of themselves and of other railway companies subject to the jurisdiction of the Board, for permission to increase temporary the toll for car detention by shippers or consignees, with the object of minimizing the misuse of freight cars for storage purposes, and alleviating the car shortage and congestion of traffic.

Upon the hearing of the application at the sitting of the Board held in the city of Ottawa on the 27th November, 1912, counsel and representatives appearing for the applicant railway companies, the Canadian Manufacturers' Association, the Montreal and Toronto Boards of Trade, the Montreal Corn Exchange, the Dominion Millers' Association, the Canadian Lumbermen's Association, and others—

It is ordered that, on the publication and filing of tariffs therefor, and for the period commencing the fifteenth day of December, 1912, and terminating the thirty-first day of March, 1913, both inclusive, the said applicant companies be, and they are hereby permitted to increase the car service or demurrage toll prescribed by the order of the Board No. 906, dated the 25th day of January, 1906, from one dollar a day to two dollars a day for the first twenty-four hours, or any part thereof, and to three dollars a day for each succeeding twenty-four hours, or any part thereof, for delay beyond the free time allowed by the said order for loading or unloading cars; provided that this order shall not apply to cars held in transit at stop-over points under published tariffs filed with the Board.

D'ARCY SCOTT,
Assistant Chief Commissioner.

November 30, 1912.

Application of railway companies for order permitting a temporary increase of demurrage charges.

Heard at Ottawa, November 27, 1912.

Assistant Chief Commissioner:

The railway companies under the jurisdiction of the Board apply for a temporary increase of the demurrage charges permitted under the Canadian Car Service Rules,

from $1 per day beyond the free time, to $2 for the first twenty-four hours, $3 for the second twenty-four hours, and $4 for the third and succeeding twenty-four hours, of car detention after the free time allowed by the rules.

It cannot be denied that a car shortage equal to, if not greater than, that of last year is imminent; and unless some steps are taken to secure an adequate supply of cars, traffic will be seriously handicapped during the approaching winter and spring until the opening of navigation. Evidence was submitted to the Board by the applicants showing an unreasonable detention of a large number of cars at many of the principal traffic centres of the country. It is urged by the railway companies that the unnecessary detention of cars by shippers and consignees not only handicaps the railway companies by depriving them of cars which would otherwise be available for traffic, but also causes congestion by blocking team tracks and private sidings in terminals. It is also contended that at least 50 per cent of what is called railway detentions, that is, the unnecessary holding of cars in terminals by the railway companies, is due to the blocking of these terminals by the unnecessary detention of cars by shippers and consignees.

The Board is fully alive to the very unsatisfactory methods adopted by some of the railway companies for the handling of freight traffic. It has had its expert officials examine and report on the terminal and transportation facilities of the railway companies for some time. It has had the railway companies and the representatives of the shippers before it, and has discussed with the former the necessity for increasing the facilities and rolling stock of the railways, in order to overcome the unsatisfactory condition of affairs; and the railway companies are, undoubtedly, making an honest effort to relieve the conjested condition of freight traffic, by increasing their facilities in the way of enlarging their yards, double-tracking, providing more cars, and adding to their motive power.

We are all thankful to realize that the traffic of the country is increasing at a far greater rate than was anticipated but a few years ago.

I believe there is much yet for the railways to do to equip themselves to handle the business of the country properly; but, as I have said before, I am satisfied that they are making an honest effort to do so, and they now ask, in a time of congestion of traffic, that those whose merchandise they carry do what they can to assist by loading and unloading cars as promptly as possible, in order that they may be available for the use of shippers.

The practice of consignees holding cars and using them for storage or warehouse purposes undoubtedly exists. In many cases it is cheaper for a consignee to pay $1 a day demurrage and use the car as a warehouse, than to unload the car promptly and store his goods in some other place. Many merchants and traders whose business has materially increased within the last few years, have not sufficient shed capacity to take care of their goods.

The applicants, in order to induce prompt release of cars, ask that the demurrage charges be so increased that, because of the expense of holding a car beyond the free time, shippers and consignees will be prompted to load and unload cars with the utmost despatch.

The object of Car Service Rules is not to supply revenue for the railway companies, but to insure prompt release of cars that they may be available for other shippers. The $1 for each twenty-four hours' detention over the free time is apparently not a sufficient inducement to secure the prompt release of cars in many cases; and I am of the opinion that temporarily, during the present shortage of cars, the demurrage charge should be so increased as to insure the prompt release of cars in all cases.

When a congestion occurred some time ago on the Ontario Government Railway (T. & N. O.) the demurrage charge imposed by the Government was increased from $1 to $3; and, from the uncontroverted evidence submitted to the Board, it proved

to be beneficial in securing a more prompt release of cars. The Pacific Car Service Bureau, having jurisdiction in the State of California, made a protracted experiment by increasing demurrage charges gradually from $1 to $6 per day over the free time; and it has recently fixed the rate at $3 per day as being the most satisfactory amount.

Being of the opinion that the railway companies have made out a good case for a temporary increase of demurrage charges, I have come to the conclusion, bearing in mind the facts above stated, that the increase should not exceed a maximum of $3; I would increase the charge to $2 for the first twenty-four hours, and $3 for each subsequent twenty-four hours, beyond the free time as provided in our Car Service Rules.

The railway companies are on record as stating that if they get this temporary increase, which I think should be granted, there will be very little congestion, and few, if any, delays in the placing of cars. It will now be incumbent upon them to carry out their undertaking. This temporary increase in demurrage charges may be taken as a substantial contribution by the shipping public towards the relief of the difficulties, and it will be for the railway companies to do the rest. Unless greater effort is made by the railway companies, with the view of more prompt transportation and handling of traffic, I do not believe that the increase in the demurrage charges will make any substantial difference.

There is almost a unanimity of opinion among the shipping public that they would cheerfully consent to the increase in demurrage charges if a measure of reciprocal demurrage was made effective at the same time; that is, if the railway companies would pay a per diem allowance to the shipper, or consignee, for unreasonable delays in the delivery of cars on the part of railway companies. That is a matter with which we cannot deal in this application. It was brought to the attention of the Board at a sitting in Winnipeg, in July last, and is, I believe, now being considered by the Chief Commissioner and Mr. Commissioner McLean on their present western trip; and it cannot be disposed of without hearing in the East, where a number of shippers desire to be heard on the subject. In disposing of the question of reciprocal demurrage, the Board will, of course, consider what, if any, effect this temporary increase in the demurrage charges may have upon that question; but I see no reason why the present application should be delayed on that account.

I therefore think an order should go granting a temporary increase in the demurrage charges as mentioned above, to become effective on the 15th December next, and continue until the 1st April next; when, unless otherwise ordered by the Board, the old charge of $1 per day will be restored. I have made the effective date December 15, so as to give the shippers and consignees two weeks' notice.

It was pointed out to us at the hearing yesterday that the charges permitted for stop-over privileges at Cartier and other points throughout Canada were based upon the present demurrage charges; and that, unless otherwise ordered by the Board, an increase in demurrage charges might result in an increase of stop-over charges. There should be no increase in stop-over charges; and provisions to that effect should be incorporated in the order.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, November 28, 1912.

General Order No. 98.

Upon the hearing of certain of the applications at the sittings of the Board held at Ottawa on July 3, 1912, and at Toronto on September 28, 1912, in the presence of counsel for and representatives of the applicants and the railway companies, and what was alleged; and upon the report and recommendation of the chief traffic officer of the Board.

It is ordered that, until further ordered by the Board, upon the receipt of reasonable notice from the shipper, or shippers, that such is or are required, railway companies, subject to the jurisdiction of the Board, operating in Eastern Canada, which own refrigerator cars, and according to their respective powers, furnish to any shipper, or combination of shippers, a heated refrigerator car or cars, for the carriage, during cold weather, of fruit, vegetables and eggs, in less than carload quantities, the same to be carted by the shipper, and loaded in the car by the shipper, or shippers, in the order in which the shipments are to be unloaded: Provided that under this order the carrier be not required—

(*a*) To accept shipments necessitating more than five openings of any such car for unloading purposes.

(*b*) To furnish heated cars for transhipments from the original car for destinations off the route of the said car.

(*c*) To accept less than a total weight of 12,000 pounds in any such car, or a less aggregate amount in freight charges than for 12,000 pounds distributed pro ratably over the various shipments in any car.

(*d*) To accept such shipments unless the freight charges are prepaid.

(*e*) To assume liability for loss or damage to the property by frost: (1) while in the car, if caused by the opening of the car for loading or unloading purposes; or (2) after it has been unloaded from the car.

D'ARCY SCOTT,
Assistant Chief Commissioner.

December 6, 1912.

General Order No. 99.

Upon the hearing of the matter at the adjourned sittings of the Board held in Ottawa, December 17, 1912, in the presence of counsel for and representatives of a majority of the railway companies interested; counsel for and the representatives of the Hendrie Cartage Company; and the representatives of the Canadian Manufacturers' Association, the Boards of Trade of Montreal and Toronto, and the Ontario Wholesale Grocers' Guild; the evidence adduced, and what was alleged; and the reading of what has been filed—

It is ordered that the special tariffs of the railway companies, the effective dates of which were postponed to and including the 31st day of December, 1912, by the orders of the Board Nos. 17911, 18088 and 18153, dated respectively the 6th, 21st, and 30th days of November, 1912, be, and they are hereby, disallowed; and that, in lieu thereof the railway (or railroad) companies may publish and file, and make effective on statutory notice, special tariffs of tolls chargeable for cartage at those points in Eastern Canada where cartage services are rendered by the said companies, or their agents, which shall not exceed two and one-half cents per 100 pounds; provided that a minimum toll may be charged and collected for the cartage of any single complete shipment; which minimum toll shall not exceed 15 cents.

D'ARCY SCOTT,
Assistant Chief Commissioner.

December 18, 1912.

General Order No. 100. File 1717.—Part 2.

REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES.

In the matter of the application of the Canadian Freight Association, on behalf of the railway companies operating in Canada, for the approval of the 'Regulations for the Transportation of Explosives.'

Upon its appearing to the Board that the general public safety demands that the receiving, forwarding, and delivering of explosives by railway companies be protected by special regulations; that it is desirable that such regulations, so far as possible, be uniform with respect to shipments from a foreign country into or through Canada, or from Canada to a foreign country as well as within Canada; and that the regulations submitted for approval are the same as those adopted by the Interstate Commerce Commission, revised and modified to conform to the provisions of the Railway Act and the requirements in Canada; and in pursuance of the powers conferred upon it by sections 26, 30, 286 and 287 of the Railway Act, and of all other powers possessed by the Board in that behalf—

It is ordered:

That the said regulations, attached hereto, marked 'A,' certified by the Chief Commissioner of the Board, be and they are hereby prescribed for the observance of railway companies within the legislative authority of the Parliament of Canada which accept explosives for carriage; that the said regulations come into force the first day of March, 1913; and that upon and after the said first day of March, 1913, the order of the Board No. 7881, dated August 27, 1909, be rescinded.

H. L. DRAYTON,
Chief Commissioner.

January 16, 1913.

'A.'

General Rules.

A. Unless specifically authorized by these regulations, explosives must not be packed in the same outside package with each other or with other articles. Explosives, when offered for shipment by rail, must be in proper condition for transportation and must be packed, marked, loaded, stayed and handled while in transit in accordance with these regulations. All packages in less than carload shipments must also be plainly marked on the outer covering or boxing (outside package) with the name and address of consignee. Empty boxes previously used for high explosives are dangerous and must not be again used for shipments of any character. Empty boxes which have been used for the shipment of other explosives than high explosives must have the old marks thoroughly removed before being used for the shipment of other articles. Empty metal kegs which have been used for the shipment of black powder which was not contained in an interior package must not be again used for shipment of any explosive.

To enable the carrier to provide proper cars at stations where less than carload shipments of the dangerous explosives named in paragraph 1661 are offered for loading by the carrier, the shipper must give to the carrier not less than 24 hours' notice of his intention to offer such shipments, and state their destinations

B. Explosives, except such as are forbidden (see pars. 1501 and 1531 to 1536) may be received for transportation, provided the following regulations are complied with, and provided their method of manufacture and packing, so far as it affects safe transportation, is open to inspection by a duly authorized representative of the initial carrier, or of the Bureau of the Safe Transportation of Explosives and other Dangerous Articles of the American Railway Association (hereinafter called the Bureau of Explosives) if he be so designated by the Canadian carrier. Shipments of explosives that do not comply with these regulations must not be received. Shipments offered by the Dominion Government may be packed, including limitations of weight, as required by its regulations.

C. Before any shipment of explosives destined to a point beyond the lines of the initial carrier is accepted from the shipper, the initial carrier must ascertain that the

shipment can go forward via the route designated, and that delivery can be made at destination. To avoid unnecessary delays, arrangements must be made to furnish this information promptly to the initial carrier. Shipments offered by connecting lines must conform to these regulations.

D. Consignee of explosives must remove the same from the carriers' property within 48 hours after notice of arrival. (See par. 1672.)

Tests for Strength of Package.

E. When inexplosive material of equal weight is substituted (fine and dry sand for a granual explosive, dummy cartridges for high-explosive cartridges) and the outside package is dropped two times successively on its end to solid brick or concrete from a height of four feet, the outside package must not open or rupture, nor must any portion of the contents escape therefrom.

F. In addition to standing the test in general rule E, the design and construction of packages must be such as to prevent the occurrence in individual packages of defects that permit leakage of their contents under the ordinary conditions incident to transportation, and must be constructed in accordance with any specifications applicable and approved by the Board of Railway Commissioners. The results of experience gained by an examination of packages on arrival at destination must be recorded by a duly authorized representative of the terminal carrier, or by the Bureau of Explosives, to the end that further use of any particular kind of package, shown by experience to be inefficient, may be prohibited by the Board, even if it should stand the drop test prescribed by general rule E.

G. Violations of those regulations, and accidents or explosions occurring in connection with the transportation or storage on railway property of explosives, must be reported by the carrier to the chief inspector, Bureau of Explosives, 30 Vesey street, New York city, and to the secretary of the Board of Railway Commissioners.

Serious violations discovered in cars containing explosives (such as defective packing, improper staying, rough treatment of car, broken packages, etc.), with a statement of apparent cause, must be thus reported without delay. Clerical and routine errors should be noted and reported periodically to the chief inspector, Bureau of Explosives.

All violations must be corrected before forwarding the car.

Grouping.

H. For transportation purposes, explosives are divided into the following groups:—

1. Forbidden explosives.
2. Black powder.
3. High explosives.
4. Smokeless powders.
5. Fulminates.
6. Ammunition.
7. Fireworks.

SECTION 1.—INFORMATION AND DEFINITIONS.

Group 1.—Forbidden Explosives. (See paragraphs 1531 to 1536).

1501. The following are forbidden explosives:

(*a*) Liquid ntiroglycerine.

(*b*) Dynamite containing over 60 per cent of nitroglycerine (except gelatine dynamite.)

(*c*) Dynamite having an unsatisfactory absorbent, or one that permits leakage of nitroglycerine under any conditions liable to exist during transportation or storage.

(*d*) Nitro-cellulose in a dry condition, in quantity greater than ten (10) pounds in one exterior package. (See pars. 1555 to 1559).

(*e*) Fulminate of mercury in bulk in a dry condition, and fulminates of all other metals in any condition, except as a component of manufactured articles, whose transportation is not forbidden herein.

(*f*) Fireworks, that combine an explosive and a detonator or blasting cap. (See pars. 1515 and 1644.)

(*g*) Fireworks that ignite spontaneously when subjected for 48 consecutive hours in the presence of moisture to the temperature of boiling water.

(*h*) Firecrackers whose dimensions exceed 5 inches in length or three-quarters of an inch in diameter, or whose explosive charges exceed 45 grains each in weight.

(*i*) Toy torpedoes or caps exceeding 1½ inches in diameter, or containing more than an average of thirty-five hundredths of a grain of explosive composition per cap.

(*j*) Fireworks that can be exploded "en masse" by a commercial detonator placed in one of the units, or by the impact of a rifle bullet or otherwise.

(*k*) Fireworks containing a match tip or head, or similar igniting point or surface, unless each individual tip, head, or similar igniting point or surface is entirely covered and securely protected from accidental contact or friction with any other surface.

1. Such articles may be shipped when packed, marked, and certified in accordance with these regulations and offered for shipment as high explosives.

Group 2.—Black Powder.—(See paragraphs 1541 to 1545).

1502. Black powder embraces all explosives having a composition similar to that of ordinary gunpowder, such as carbonaceous material, sulphur, and a nitrate of sodium or potassium. This group includes rifle, sporting, blasting, cannon and the prismatic powders.

Group 3.—High Explosives.—(See paragraphs 1551 to 1560).

1503. High explosives are all explosives more powerful than ordinary black powder, except smokeless powders and fulminates. Their distinguishing characteristics is their susceptibility to detonation by a commercial detonator or blasting cap. Many high explosives are sensitive to percussion and to friction. Examples of high explosives are the dynamites, picric acid, picrates, chlorate powders and nitrate of ammonia powders.

Group 4.—Smokeless Powders.—(See paragraphs 1571 to 1579).

1504. Smokeless powders are those explosives from which there is little or no smoke when fired. The group consists of smokeless powder for cannon, and smokeless powder for small arms. Smokeless powder for cannon used in the United States at the present time consists of a nitro-cellulose colloid, and is safe to handle and transport. Smokeless powders for small-arms may consist of nitro-cellulose, nitro-cellulose combined with nitro-glycerine, picrate mixtures, or chlorate mixtures.

Group 5.—Fulminate.—(See paragraphs 1591 to 1593.)

1505. This includes fulminate of mercury in bulk form—that is, not made up into percussion caps, detonators, blasting caps, or exploders.

Group 6.—Ammunition.—(See Paragraphs 1601 to 1622.)

1506. Small-arms ammunition (such as is used in sporting or fowling pieces, or in rifle, pistol practice, etc.), consists usually of a paper or metallic shell, the primer and the powder charge, with or without shot or bullet, the materials necessary for one firing being all in one piece.

1507. Ammunition for cannon embraces all fixed or separate loading ammunition packed in a single package in which the projectile weights one pound or over, and is usually transported only for Government use. When the component parts are packed in separate outside packages, such packages will be shipped as smokeless powder for cannon, explosive projectiles, empty (including solid) projectiles, primers or fuses. Igniters composed of black powder may be attached to packages in shipments of smokeless powder.

1508. Explosive projectiles, or loaded shells for use in cannon, are not liable to be exploded except by fire of considerable intensity, and the flying fragments would then be very dangerous.

1509. Detonaters is the technical name for articles such as blasting caps, the use of which is to cause explosions of a high order, or "detonations." This means the instantaneous conversion of the entire explosive into gas, instead of the gradual conversion known as "combustion." Dynamite "detonates" and smokeless powder for cannon "burns."

1510. Blasting caps contain from 5 to 50 grains of dry fulminate of mercury, or a similar substance, packed in a thin copper cup and fired by a slow-burning safety fuse. When a small "bridge" of fine wire is embedded in the fulminate, held by a sulphur cast, and arranged to fire the fulminate by heating the bridge by means of an electric current, the cap is called an "electric blasting cap."

1511. Detonating fuses are used to detonate the high explosive bursting charges of projectiles or torpedoes. In addition to a powerful detonator they may contain several ounces of a high explosive, such as picric acid, or dry nitro-cellulose, all assembled in a heavy steel envelope, the flying fragments of which, in case of explosion, would be very dangerous. From their careful design, manufacture, and packing, detonating fuses are not liable to be exploded in transportation except by fire of considerable intensity.

1512. Primers, percussion and time fuses are devices used to ignite the black powder bursting charges of projectiles, or the powder charges of ammunition. For small-arms ammunition the primers are usually called "small-arm" primers, or "percussion caps." Percussion tracer fuses consist of a device which is attached to a projectile, and contains a slow-burning composition to show the flight of projectiles at night.

Group 7.—Fireworks.—(See paragraphs 1641 to 1647).

1513. Fireworks include everything that is designed and manufactured primarily for the purpose of producing a visible or an audible pyrotechnic effect by combustion or by explosion. They consist of common fireworks and special fireworks. (See par. 1501 (j) and footnote.)

1514. Common fireworks include all that depend principally upon nitrates to support combustion and not upon chlorates; that contain no phosphorus and no high explosive, sensitive to shock and friction; that produce their effect through colour display rather than by loud noises. If noise is the principal object, the units must be small and of such nature and manufacture that they will explode separately and

harmlessly, if at all, when one unit is ignited in a packing case. They must not be designed for ignition by shock or friction. Examples are Chinese firecrackers, Roman candles, pin wheels, coloured fires, rockets, serpents, railway fuses, flash powders, etc.

1515. Special fireworks include all that contain any quantity of phosphorus, a fulminate or other high explosive sensitive to shock or friction, or that contain units of such size that the explosion of one while being handled would produce a serious injury, or that require a special appliance or tool, mortar, holder, etc., for their safe use, or that are designed for ignition by shock or friction. Examples are giant firecrackers, bombs and salutes, not high explosives, top torpedoes and caps, ammunition pellets fired in a special holder, railway torpedoes, etc.

SECTION II.—CONDITIONS OF ACCEPTANCE AND SHIPMENT OF PACKAGES.

Group 1.—Forbidden and Condemned Explosives.

1531. Forbidden explosives, as defined in paragraph 1501, and explosives condemned by the Bureau of Explosives (except properly repacked samples for laboratory examination) must not be shipped. Samples of any new explosive must be examined and approved as safe for transportation by the Bureau of Explosives before shipments (except samples for this examination not exceeding 5 pounds net in weight) can be accepted. For this purpose a new explosive is defined to be the product of a new factory, or an explosive of an essentially new composition made by an old factory.

1532. Leaking or damaged packages of explosives must not be shipped. Should any package of high explosives when offered for shipment show excessive dampness, or be mouldy, or show outward signs of any oily stain, or other indication that absorption of the liquid part of the explosive is not perfect, or that the amount of the liquid part is greater than the absorbent can carry, the packages must be refused in every instance. The shipper must substantiate every claim that a stain is due to accidental contact with grease, oil, or similar substance. In case of doubt the package must be rejected. A shipment of leaking dynamite is liable to cause a disaster in spite of careful handling; and storage, especially in warm and damp magazines, tends to cause leakage. Carriers must, for these reasons, examine with more than usual care all packages that have been stored or are offered for shipment during the summer months.

Repacking of Dynamite.

1533. Condemned dynamite must not be repacked and shipped unless the repacking is done by a competent person in the presence and with the consent of an inspector, or with the written authority of the chief inspector of the Bureau of Explosives.

Disposition of Injured, Condemned and Stray Packages.

1534. Packages found injured or broken in transit may be re-coopered when this is evidently practicable and not dangerous. A broken box of dynamite that cannot be re-coopered should be reinforced with stout wrapping paper and twine, placed in another strong box, and surrounded by fine, dry sawdust, or dry and clean cotton waste, or elastic wads made from dry newspaper. A ruptured can or keg should be enclosed in a grain bag of good quality, and boxed or crated. Injured packages thus protected and properly marked may be forwarded.

1535. Condemned packages of leaking dynamite should (1) be returned immediately to shipper if at point of shipment; or (2) disposed of to a dealer in dynamite or other person who is competent and willing to remove them from railway property

if leakage is discovered while in transit; or (3) removed immediately by consignee if shipment is at destination.

When disposition cannot be made as above, the leaking boxes must be packed in other boxes large enough to permit, and the leaking box must be surrounded by at least two inches of dry, fine sawdust, or dry and clean cotton waste, and be stored in station magazine, or other safe place, until arrival of the local inspector or other authorized person to superintend the destruction of the condemned material.

1536. When name and address of consignee are known, an astray shipment must be forwarded to its destination by the most practicable route, provided a careful inspection shows the packages to be in proper condition for safe transportation. Revenue or other way-bill must be prepared on which must be written or stamped "Astray shipment, inspected at ———— station, ———— railway, ———— 19 ."

When a package in an astray shipment is not in proper condition for safe transportation (see paragraph 1534) or when name and address of consignee are unknown, disposition will be made as prescribed by paragraph 1535.

Group 2.—Black Powder.

1541. *Packing.*—Packages containing less than 12½ pounds of rifle, sporting, blasting or cannon powders must be inclosed in a tight box, with the filling holes of the packages up, and the boxes must be marked on top, as prescribed by paragraph 1544.

1542. Twelve and one-half pounds, or over, of black powder must be packed in packages that comply with general rules E and F. Kegs less than 9 inches long must be boxed, as prescribed by paragraph 1541.

1543. *Weight.*—Packages must not weigh over 150 pounds gross.

1544. *Marking.*—Each outside package must be plainly marked, stamped, or stencilled to show the kind: "BLACK," and the use, "BLASTING," "RIFLE," "CANNON," "MORTAR," etc., as, "BLACK BLASTING POWDER," "BLACK RIFLE POWDER," etc. Additional marks, trade names, etc., may appear if desired by shipper.

1545. *Car.*—A car containing shipments of black powder in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 3.—High Explosives.

1551. High explosives consisting of a liquid mixed with an absorbent material must have the absorbent (wood pulp or similar material) in sufficient quantity and of satisfactory quality, properly dried at the time of mixing; nitrate of soda must be dried at the time of mixing to less than one per cent of moisture; and the ingredients must be uniformly mixed so that the liquid will remain thoroughly absorbed under the most unfavourable conditions incident to transportation.

1552. Explosives containing nitroglycerine must have uniformity mixed with the absorbent material a satisfactory antacid, which must be in quantity sufficient to have the acid neutralizing power of an amount of magnesium carbonate equal to 1 per cent of the nitroglycerine.

1553. Packing—High explosives containing more than 10 per cent of nitroglycerine must be made into cartridges not exceeding 4 inches in diameter or 8 inches in length (does not apply to gelatine dynamite) and must not be packed in bags or sacks. Bags or sacks of high explosives containing not more than 10 per cent of nitroglycerine, and not over 12½ pounds each of explosive must be shipped as cartridges, but these bags must be strong and must be placed in a box with filling ends up. The covering of all cartridges consisting of paper or other material must be strong, and so treated that it will not absorb the liquid constituent of the explosive.

1554. All boxes in which cartridges containing nitroglycerine are packed must be lined with a suitable material that is impervious to liquid nitroglycerine. Cardboard cartons, closed at the bottom, and made of strong and flexible material that is impervious to nitroglycerine form a satisfactory lining. At least one-quarter of an inch of dry sawdust or similar material must be spread over the bottom of the box before inserting the cartridges, and all the vacant space in the top must be filled with this material. The cartridges, except the bags or sacks authorized in paragraph 1553, must be so arranged in the boxes that when they are transported with the boxes top side up, all cartridges will lie on their sides and never on their ends.

1555. Inside packages containing not more than one pound each of dry nitrocellulose, wrapped in strong paraffined paper or other suitable spark-proof material, will be accepted for shipment if securely packed in an outside package that complies with requirements of paragraph 1557, and is marked as prescribed in paragraph 1559. Outside packages must not contain more than 10 pounds of dry nitro-cellulose.

1556. High explosives containing no explosive liquid ingredient, and not having, with their normal percentage of moisture, a sensitiveness to percussion greater than measured by the blow delivered by an 8-pound weight dropping from a height of 5 inches on a compressed pellet of the explosive three-hundredth of an inch in thickness and two-tenths of an inch in diameter held rigidly between hard steel surfaces, as in the standard impact-testing apparatus of the Bureau of Explosives, may be shipped when securely packed in bulk. Wooden boxes and kegs must be provided with suitable linings to prevent leakage. These explosives may also be packed in cartridges, and must be so packed when their sensitiveness is greater than the above limit. When the addition of not less than 20 per cent of water to any such explosive will make it non-explosive, according to tests made by the Bureau of Explosives, the wet material may be shipped and handled in transit as prescribed by regulations for the transportation of dangerous articles other than explosives, by freight.

1557. Boxes containing any high explosives, and having a gross weight not exceeding 75 pounds, must be made of sound lumber, free from holes or loose knots, and when made with lock corners must not be less than one-half inch in thickness. When nailed boxes are used the ends must not be less than one-inch thick. (The limits for thickness refer to the finished box, and not to the undressed lumber).

Packages containing any high explosive must also fulfil the requirements of general rules E. and F.

1558. *Weights.*—High explosives containing an explosive liquid ingredient must not exceed 75 pounds gross weight, in one outside package.

High explosives containing no liquid explosive ingredient, as defined in paragraph 1556, must not exceed 125 pounds, gross weight, in one outside package.

The gross weight of an outside package containing dry nitro-cellulose, packed as prescribed in paragraph 1555, must not exceed 35 pounds.

1559. *Marking.*—Boxes must be plainly marked on top and on one side or end, and kegs must be marked on one end, "high explosive—dangerous" in letters not less than seven-sixteenths of an inch in height. The top of boxes must be marked "this side up."

1560. *Car.*—For shipments of high explosives in any quantity the car must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 4.—Smokeless powders—Smokeless powder for cannon.

1571. *Packing.*—Smokeless powder for cannon must be packed in tight boxes free from loose knots and cracks, in barrels, or in kegs, that comply with the general rules E and F. Smokeless powder for cannon may be packed in water in strong barrels of the type used for alcohol.

1572. *Weight.*—Packages must not weigh over 165 pounds gross, unless packed in water.

1573. *Marking.*—Each package must be plainly marked on top "smokeless powder for cannon."

1574. *Car.*—Smokeless powder for cannon may be shipped in any box car in good condition. The car must be placarded "inflammable," as prescribed by paragraph 1663.

Smokeless powder for small-arms.

1575. *Packing.*—Packages of less than 9 pounds of smokeless powder for small-arms must be inclosed in a tight box so that the filling hole of each inside package will be up, and the box must be marked on top as prescribed by paragraph 1578.

1576. Quantities of 9 pounds or over must be placed in packages that comply with general rules E and F. Kegs less than 9 inches long must be boxed as prescribed by paragraph 1541.

1577. *Weight.*—Packages must not weigh over 150 pounds gross.

1578. *Marking.*—Each outside package must be plainly marked on top "smokeless powder for small-arms."

1579. *Car.*—Shipments of smokeless powder for small-arms in any quantity, require a car to be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 5.—Fulminate.

1591. *Packing.*—Fulminate of mercury in bulk must contain, when packed, not less than 25 per cent of water, and must, in this wet condition, be placed in a bag made of heavy cotton cloth of close mesh equal in quality and weight to the cotton twill used for pockets in high-grade clothing. There must be placed inside the bag, and over the fulminate, a cap of the same cloth and of the diameter of the bag, and the bag must be tied securely and placed in a strong grain bag which must, in turn, be tied securely and packed in the centre of a cask, or barrel, in good condition, and of the kind used for shipment of alcohol. The grain bag must not contain more than 150 pounds dry weight of fulminate, and it must be surrounded on all sides by tightly packed sawdust not less than 6 inches thick. The cask or barrel must be lined with a heavy close-fitting jute bag closed by a secure sewing to prevent escape of sawdust. After the barrel is properly coopered it must be filled with water and the bung sealed. The barrel must be inspected carefully and all leaks stopped.

1592. *Marking.*—Each cask or barrel must be plainly marked 'wet fulminate of mercury—dangerous.'

1593. *Car.*—A car containing fulminate in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 6.—Ammunition—Small-arms Ammunition.

1601. *Packing.*—Small-arms ammunition must be packed in pasteboard or other boxes, and these boxes must be packed in strong outside boxes.

Small-arms ammunition in pasteboard or other boxes and in quantity not exceeding a gross weight of 75 pounds, may be packed with non-explosive and non-inflammable articles, and with small-arms primers or percussion caps (see par. 1619), provided the outside package is marked as prescribed in paragraph 1602.

1602. *Marking.*—Each outside package or case must be plainly marked 'small-arms ammunition.'

1603. *Car.*—No restrictions, other than proper packing, and marking, are necessary for the shipment of small-arms ammunition.

Ammunition for Cannon.

1604. *Packing.*—Ammunition for cannon must be well packed and properly secured in strong boxes.

1605. *Marking.*—Each outside package must be plainly marked 'ammunition for cannon with explosive projectiles' or 'ammunition for cannon with empty projectiles' or ammunition for cannon with sand-loaded projectiles,' according as the projectiles do or do not contain a bursting charge, or 'ammunition for cannon without projectiles.'

1606. *Car.*—A car containing ammunition for cannon with explosive projectiles must be certified and placarded as prescribed by paragraphs 1661 and 1666. This is not required when explosive projectiles are not included, but in this case cars must be protected by the 'inflammable' placard, as prescribed by paragraph 1663.

Explosive Projectiles.

1607. *Packing.*—Explosive projectiles must be packed in strong boxes, and each projectile must be properly secured.

1608. *Weight.*—The gross weight of a box containing more than one projectile must not exceed 160 pounds.

1609 *Marking.*—Each exterior package must be plainly marked 'explosive projectile,' 'sand-loaded projectile' or 'empty projectile.' No restrictions, other than proper marking, are necessary for the shipment of sand-loaded projectiles, or empty (including solid) projectiles.

1610. *Car.*—For explosive projectiles in any quantity the car must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Blasting Caps.

1611. *Packing.*—Blasting caps contain such a sensitive and dangerous explosive that very efficient packing is necessary.

(a) Blasting caps must be packed in strong tin receptacles, in which they must fit snugly, and the caps must be closed securely by teats projecting from a plate of suitable elastic material placed inside the box and over the caps. Not more than 100 blasting caps may be packed in a single tin box. All separate tin boxes must then be packed snugly in cartons or wrappings made of paper or pasteboard.

(b.) For not more than 1,000 caps the tin boxes, in cartons or wrappings, must be packed in an outside box made of sound lumber not less than three-eighths of an inch in thickness, and they must be separated from the outside box by at least one inch of tightly packed sawdust, excelsior, or equivalent cushioning material.

(c) For not more than 5,000 caps the tin boxes, in cartons or wrappings, must be packed in an outside box of sound lumber at least one-half inch thick; and they must be separated from the outside box by at least one inch of tightly packed sawdust, excelsior, or equivalent cushioning material.

(d.) For more than 5,000 caps, the tin boxes, in cartons or wrappings, must be packed in an outside box made of sound lumber not less than three-eighths of an inch in thickness, or in a hermetically sealed metal box made of not less than 30 gauge United States standard. This inside wooden or metal box must then be packed in an outside box made of sound lumber not less than one inch in thickness. Tightly packed sawdust, excelsior, or equivalent cushioning material, at least one inch thick at all points must separate the inside box from the outside wooden box.

(*e.*) More than 20,000 blasting caps must not be placed in one outside package.

(*f.*) Five tin boxes containing not more than 100 caps in each box may be packed with safety fuse, each box to be placed in the centre of a coil of fuse, and in this case the outside box may be made of sound lumber of not less than three-eighths inch thick, and must be marked as prescribed in paragraph 1648.

(g.) Electric blasting caps must be packed in pasteboard cartons containing not more than 50 caps each. These cartons must be packed in a wooden box made of lumber not less than one-half inch in thickness.

1612. *Weight.*—The gross weight of an outside package containing blasting caps, or electric blasting caps, must not exceed 150 pounds.

1613. *Marking.*—Each outside package must be plainly marked '(number) Blasting Caps—Handle Carefully' or '(number) Electric Blasting Caps—Handle Carefully.' In addition each box must bear the marking 'Do not store or load with any high explosive.' (See also par. 1648 for marking when packed with safety fuse.)

1614. *Car.*—Certificate and placard, as prescribed by paragraphs 1661 and 1666, are required for shipments of blasting caps in any quantity, except that not more than 500 blasting caps, or 500 electric blasting caps, may be transported in a box car in good condition without car certificates or placard.

Detonating Fuses.

1615. *Packing.*—Detonating fuses must be packed in strong, tight boxes, and each fuse must be well secured.

1616. *Weight.*—The gross weight of one outside package must not exceed 150 pounds.

1617. *Marking.*—Each outside package must be plainly marked 'Detonating Fuses—Handle Carefully.'

1618. *Car.*—A car containing detonating fuses in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Primers, Percussion and Time Fuses.

1619. *Packing.*—Primers, percussion and time fuses must be packed in strong, tight boxes, with special provision for securing individual packages of primers and fuses against movement in the box.

Small-arms primers containing anvils must be packed in cellular packages with partitions separating the layers and columns of primers, so that the explosion of a portion of the primers in the completed shipping package will not cause the explosion of all the primers.

Percussion caps may be packed in metal or other boxes containing not more than 500 caps, but the construction of the cap, and the kind and quantity of explosives in each, must be such that the explosion of a part of the caps in the completed shipping package will not cause the explosion of all of the caps.

Small arm primers and percussion caps may form a part of the gross weight of 75 pounds of small-arms ammunition that may be packed with other articles as authorized by paragraph 1601.

1620. *Weight.*—The gross weight of one outside package must not exceed 150 pounds.

1621. *Marking.*—Each outside box must be plainly marked 'Small-arms Primers—Handle carefully' or 'Percussion Caps—Handle carefully' or 'Cannon Primers—Handle carefully' or 'Combination Primers—Handle carefully' or 'Percussion Fuses—Handle carefully' or 'Combination Fuses—Handle carefully' or 'Percussion Tracer Fuses—Handle carefully,' etc.

1622. No restrictions other than proper packing and marking are necessary for the shipment of primers, percussion and time fuses.

Group 7.—Fireworks—Common Fireworks.

1641. *Packing.*—Common fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must be securely packed in strong, tight, spark-proof wooden boxes or barrels that comply with general rules E. and F.

1642. *Marking.*—Each outside package must be plainly marked 'Common Fireworks—Keep fire away.'

1643. *Car.*—Common fireworks may be shipped in a box car which is in good condition (see par. 1663) but they must not be loaded in the same car with explosives. (See par. 1680).

A car containing any quantity of common fireworks must be protected by the 'Inflammable' placard. (See par. 1663.)

Special Fireworks.

1644. *Packing.*—Special fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must not contain forbidden fireworks. (See par. 1501 (f) to (k) inclusive.) All outside boxes or barrels must be spark proof, and must comply with general rules E and F.

Lock corner boxes must be made of sound lumber, tongued and grooved, and the thickness must not be less than three-eights inch for a gross weight of 30 pounds or under; and for a gross weight exceeding 30 pounds and not exceeding 65 pounds the ends must not be less than nine-sixteenths inch, with sides, tops and bottoms, three-eights inch thick. When the gross weight exceeds 65 pounds the ends must be battened.

If nailed boxes are used of the same thickness of lumber specified for lock-corner boxes, horizontal and vertical cleats not less than three-fourths of the thickness of the ends, and not less than 1⅞ inches wide, must be used on the ends; or, in the absence of such cleats the tops, sides and bottoms must be thicker by three-sixteenths inch, and the ends thicker by one-fourth inch, than specified for lock-corner boxes.

All boxes must be tongued and grooved.

1645. *Weight.*—The gross weight of one outside package containing special fireworks must not exceed 200 pounds and the gross weight of a package containing toy torpedoes must not exceed 65 pounds.

1646. *Marking.*—Each outside package containing special fireworks, or a mixture of common and special fireworks, must be plainly marked "Special Fireworks—Handle Carefully—Keep Fire away."

1647. *Car*—Special fireworks may be shipped in any box car which is in good condition (see par. 1663) but they must not be loaded in the same car with explosives (see par 1680.) A car containing any quantity of special or other fireworks must be protected by the 'Inflammable' placard. (See par. 1663.)

Safety Fuse and Safety Squibs.

1648. Safety fuse and safety squibs must be packed in strong wooden boxes or barrels, properly marked, and may be loaded in any car with any other kind of an explosive or inflammable substance, or with other freight.

When blasting caps are packed with safety fuses (see par. 1611) (f), the outside package must be made of lumber not less than three-eighths inch thick, and must be marked '(number) blasting caps packed with safety fuse.' 'Do not load or store with any high explosive' as prescribed by paragraph 1613.

Section 3.—Selection and preparation of cars.

1661. The safe transportation of explosives depends very largely upon the kind and condition of the car in which they are loaded.

For the transportation of carloads or less than carload lots of—

Black powder,
High explosives,
Smokeless powder for small-arms,

Wet fulminate of mercury.

Blasting caps,
Electric blasting caps. } Excepting a shipment of not more than 500 blasting caps or 500 electric blasting caps. (See par. 1614.)

Ammunition for cannon with explosive projectiles,
Explosive projectiles, or
Detonating fuses,

only certified and placarded box cars may be used. (See par. 1662, 1665, and 1666.)

1662. Certified cars must be inspected outside and inside, and must conform to the following specifications:—

(*a*) Not less than 60,000 capacity. Steel underframe box cars or other box cars with friction draft gear should be used when available. On narrow-gauge and other railroads, all of whose freight cars are of less than 60,000 pounds capacity, explosives may be transported in cars of less than that capacity, provided the available cars of greatest capacity and strength are used for this purpose.

(*b*) Must be equipped with air brakes and hand brakes in condition for service.

(*c*) Must have no loose boards or cracks in the roof, sides or ends.

(*d*) The doors must shut so closely that no sparks can get in at the joints, and, when necessary, they must be stripped. The stripping for flush doors should be on the inside, and be nailed to the door frame, where it will form a shoulder against which the closed door is pressed. The openings under the doors should be similarly closed. When doors are not stripped the hasp fastenings must be examined with doors closed and fastened, and must be cleated when necessary to prevent door shifting.

(*e*) The journal boxes and trucks must be carefully examined and put in such condition as to reduce to a minimum the danger of hot boxes or other failure, necessitating the setting off of the car before reaching destination. The lids or covers of journal boxes must be in place.

(*f*) The car must be carefully swept out before it is loaded. Holes in the floor or lining must be repaired and special care taken to have no projecting nails or bolts or exposed pieces of metal, which may work loose, or produce holes in packages of explosives during transit.

(*g*) When the car is to be fully loaded with explosives or when explosives are loaded over exposed draft bolts or kingbolts, these bolts must have short pieces of solid sound wood (2-inch plank) spiked to the floor over them to prevent possibility of their wearing into the packages of explosives.

(*h*) The roof of the car must be carefully inspected from the outside for decayed spots, especially under or near the running board, and such spots must be covered to prevent their holding fire from sparks. A car with a roof generally decayed, even if tight, must not be used.

(*i*) When explosives are to be carried in a way car,[1] one should be selected with flush doors in good condition or with doors fitting so tightly that stripping will not be necessary.

(*k*) The carrier must have car examined to see that it is properly prepared, and must have a 'car certificate' signed in triplicate upon the prescribed form (see par. 1665) before permitting the car to be loaded.

(*l*) Cars not in proper condition, as above specified, must not be furnished to the shipper or used for the transportation of explosives.

1663. (*a*) Carloads or less than carload lots of—

Ammunition for cannon with empty projectiles,
Ammunition for cannon with sand-loaded projectiles,
Ammunition for cannon without projectiles,
Smokeless powder for cannon, or
Fireworks,

may be loaded in any box car which is in good condition into which sparks cannot enter, and whose roof is not in danger of taking fire through unprotected decayed wood.

These cars do not require the car certificate, but must have attached to both sides and both ends the 'inflammable' placard prescribed by paragraph 1698, and the doors must be stripped when necessary.

(*b*) Carloads or less than carload lots of:—
Small-arms ammunition,
Primers,
Percussion fuses,
Time or combination fuses,
Safety fuse and safety squibs,

may be loaded in any box car which is in good condition, without car certificate or placards.

Placarding of Cars and Certification of Contents.

1664. Uniform practice is important, and the prescribed forms of car certificates and placards must be used.

1665. *Car certificate.*—The following certificate (prescribed by par. 1662 k), printed on strong tag board, measuring 7 by 7 inches, must be duly executed in triplicate by the carrier, and by the shipper if he loads the shipment. The original must be filed by the carrier at the forwarding station on a separate file, and the other

(1.) A "way car" is one from which shipments are unloaded by the train crew.

two must be attached to the outside of the car doors, one on each side, the lower edge of the certificate 4½ feet above the floor level.

Car Certificates.

No. 1. . . . . ..Station.. . . . . ..19....

I hereby certify that I have this day personally examined.. . . . . ..car No. ....., and that the roof and sides have no loose boards, holes or cracks, or unprotected decayed spots liable to hold sparks and start a fire; that the kingbolts or draft bolts are properly protected, and that there are no uncovered irons or nails projecting from the floor or sides of the car which might injure packages of explosives, also that the floor is in good condition and has this day been cleanly swept before the car was loaded: that I have examined all the axle boxes and that they are properly covered, packed and oiled, and that the car brakes and hand brakes are in condition for service.

. . . . . .
. . . . . .

No. 2. . . . . ..Station.. . . . . ..19....

I hereby certify that I have this day personally examined the above car; that the floor is in good condition and has been cleanly swept, and that the roof and sides have no loose boards, holes, cracks, or unprotected decayed spots liable to hold sparks and start a fire; that the king bolts and draft bolts are protected, and that there are no uncovered irons or nails projecting from the floor or sides of the car which might injure packages of explosives; that the explosives in this car have been loaded and stayed, and that the car has been placarded according to paragraphs 1661, 1666 and 1674 to 1683 inclusive, of the Regulations for the Transportation of Explosives prescribed by the Board of Railway Commissioners for Canada; that the doors fit or have been stripped so that sparks cannot get in at the joints or bottom.

. . . . . .
. . . . . .

NOTE.—Both certificates must be signed. Certificate No. 1 by the representative of the carrier. For all shipments loaded by the shipper, he or his authorized agent must sign certificate No. 2, and the representative of the carrier must certify as to loading and staying and general condition. When the car is not loaded by the shipper, certificate No. 2 must be signed only by the representative of the carrier. A shipper should decline to use a car not in proper condition.

1666. *Placard.*—Each car containing any of the explosives specified in paragraph 1661 in any quantities, excepting a shipment of not more than 500 blasting caps or 500 electric blasting caps (see par. 1614), must be protected by attaching to the outside of the car on both sides and ends, the lower edge 4½ feet above the car floor, a standard placard 12 by 14 inches, on which will appear in conspicuous red and black printing on strong tag-board the following notice:—

.... R.. .... Company.

EXPLOSIVES.

(To be printed in red.)

HANDLE CAREFULLY.

KEEP FIRE AWAY.

(To be printed in red.)

.... Station ...., 19....

Condensed Rules for Handling this Car.

1. This car must not be placed in a passenger train, nor in a mixed train.
2. Cars containing explosives must be near centre of train, and may be together if desired; and must be at least 15 cars from engine and 10 cars from caboose, when length of train will permit.
3. Cars containing explosives must not be placed next to cars bearing the inflammable or the acid placard, or cars containing lighted heaters. Whenever it is possible to avoid so doing they must not be placed next to tank cars or flat cars, or next to carloads of lumber, poles, iron pipe, or other articles liable to break through end of car from rough handling.
4. The air and hand brakes on this car must be in service.
5. In shifting, have a car between this car and engine wherever possible, and do not cut this car off while in motion.
6. Avoid all shocks to this car, and couple carefully.
7. Avoid placing it near a possible source of fire.
8. Engines on parallel track must not be allowed to stand opposite or near this car when it can be avoided.
9. This placard must be removed from car when the explosives are unloaded.

1667. A car containing any of the explosives (as prescribed in par. 1661) must not be permitted to leave a station or siding without having the certificates and placard prescribed in paragraphs 1665 and 1666 securely and properly affixed.

1668. (*a*) *Shipper's Certificate.*—The shipping order for any package containing an explosive named below must show each article under its proper name as specified in this paragraph, and must show in the lower left-hand corner over the signature of the shipper, or of his duly authorized agent, written or stamped (not printed) with facsimile stamp, the following certificate:

> "This is to certify that the above articles are properly described by name, and are packed, marked, and are in proper condition for transportation, according to the regulations prescribed by the Board of Railway Commissioners for Canada."

List of Shipping Names.

Black powder,
High explosives,
Smokeless powder for cannon,
Smokeless powder for small-arms,
Wet fulminate of mercury,
Ammunition for cannon with explosive projectiles,
Ammunition for cannon with empty projectiles,
Ammunition for cannon with sand-loaded projectiles,
Ammunition for cannon without projectiles,
Explosive projectiles,
Detonating fuses,
(Number) blasting caps,
(Number) blasting caps with safety fuse,
(Number) electric blasting caps,
Common fireworks,
Special fireworks,

(b). Waybilling.—The carrier must see that the shipment is properly described on the revenue way-bill, under one of the above names, and that the correct gross weight is given.

The revenue way-bill, card way-bill, and envelope containing revenue way-bill when used as a card way-bill, for a car containing any quantity of the explosives named in paragraph 1661, except a shipment of blasting caps or electric blasting caps not exceeding 500 caps, must have plainly stamped or plainly written across the top the word 'Explosives' in letters not less than three-eighths of an inch high.

1669. (*a*) If shipments of explosives named in paragraph 1661 are accepted at non-agency stations, provision must be made for the proper certification and placarding of cars, examination of shipments, and loading and staying of packages in cars.

(*b*) Shipments of explosives named in paragraph 1661 must not be unloaded at non-agency stations unless the consignee is there to receive them, or unless proper storage facilities are provided at that point for their protection.

Shipments from Connecting Lines.

1670. Cars containing explosives as specified in paragraph 1661 which are offered by connecting lines must be carefully inspected, without unnecessary disturbance of lading, by the receiving line, to see that these regulations have been complied with, and the car must not be forwarded until all discovered violations are corrected. (See general rule G.)

Shipments of explosives offered by connecting lines must comply with these regulations, and the revenue way-bill, freight bill, manifest of lading, card way-bill, switching order, or other billing, must bear the indorsement prescribed by paragraph 1668.

Handling of Explosives.

1671. In handling packages of explosives at stations, and in transferring them to and from cars, the greatest care must be taken, and shocks or falls liable to injure the containing packages must be avoided. Where an inclined shute is employed, such shute must be constructed of 1-inch planed boards, with side guards 4 inches high extending 3 inches above top face of bottom of chute and throughout its length, fastened with brass screws, D-shaped strips or runners, not more than 6 inches apart and running lengthwise of chute, must be fastened to the upper surface of the bottom board by means of glue and wooden pegs extending through the bottom board and runners. Chutes must be occasionally wiped down with waste moistened with machine oil when dynamite packages are being handled.

A stuffed mattress, 4 feet wide by 6 feet long, and not less than 4 inches thick, or a heavy jute or hemp mat of like dimensions, must be placed under the discharging end of the chute.

1672. Careful men must be chosen to handle explosives; the platform and the feet of the men must be as free as possible from grit, and all possible precautions must be taken against fire. Unauthorized persons must not be allowed to have access to explosives at any time while they are in the custody of the carrier. Suitable provision must be made, outside of the station when practicable, for the safe storage of explosives, and every effort possible must be made to reduce the time of this storage. If a shipment of explosives is not removed within 48 hours after notice of arrival at destination (see general rule D) it must be disposed of by returning it to the shipper, or by storage at the expense of the owner, or by sale, or, when necessary to safety, by destruction under supervision of a competent person.

Loading in Car.

1674. Packages receive their greatest stresses in a direction parallel to the length of the car, and must be loaded so as to offer their greatest resistance in this direction. Boxes of explosives when loaded in the car must rest on their bottoms, and with the long dimension parallel to the length of the car. A car must not contain more than 70,000 pounds gross weight of explosives. This limit does not apply to shipments of ammunition.

1675. Explosives packed in round kegs, except when boxed, must be loaded on their side with heads towards ends of the car; and they must not be placed in the space opposite the doors, unless the doorways are boarded on the inside as high as the lading.

Large casks, barrels or drums may be loaded on their sides or ends as will best suit the conditions.

1676. Packages containing any of the explosives for the transportation of which a certified and placarded car is prescribed (see par. 1661) must be stayed (blocked and braced) by the one who loads the car, to prevent change of position by the ordinary shocks incident to transportation.[1] Special cars must be used to prevent them from falling to the floor, or from having anything fall on them, or slide against them, during transit. To prevent delays to way-freight trains, when there is more than one shipment of explosives loaded in a 'peddle' or 'way car,' each shipment must be stayed separately. Forwarding and transfer stations for explosives must be provided with the necessary materials for staying.

Shippers must furnish the material for staying packages loaded by them.

1677. Detonating fuses, or blasting caps, or electric blasting caps, must not be loaded in a car or stored with high explosives of any kind, including explosive projectiles, nor with wet nitro-cellulose, nor with smokeless powder for small-arms.

1678. Fulminates in bulk must not be loaded with any explosive or inflammable article.

1679. When necessary, detonating fuses may be assembled in explosive projectiles shipped by the Dominion Government.

1680. Fireworks must not be loaded in the same car with any other explosive except small-arm ammunition, primers, percussion fuses, time or combination fuses, safety fuse, and safety squibs.

1682. Explosives covered by these regulations, other than fireworks, small-arms ammunition, primers, percussion fuses, time or combination fuses, safety fuses, or safety squibs, must not be transported in the same car with, nor stored on, railway property near any of the dangerous articles for which labels are prescribed by the regulations for the transportation of dangerous articles other than explosives by freight.

When practicable at any point, certain and separate days should be assigned for receiving from shippers less than carload lots of explosives named in paragraph 1661.

1683. In a car containing explosives all packages of other freight must be so loaded and stayed as to prevent injury to packages of explosives during transit. When it is possible, explosives should be loaded so as to avoid transfer at stations.

(1.) At stations where it is necessary to handle explosives at night it is recommended that incandescent electric lights be provided.

Handling Cars containing Explosives.

Cars containing explosives of any kind must not be hauled in any passenger or mixed train.

1684. Every possible effort must be made to expedite the movement of cars containing explosives.

1685. The phrase 'cars containing explosives' as used in this and subsequent paragraphs, excepting paragraph 1697, refers to the explosives specified in paragraph 1661.

1686. Cars containing explosives must be placed near the middle of the train, and two or more such cars may be placed together if desired. They must be at least 15 cars from the engine and 10 cars from the caboose when length of train will permit.

In local freight trains, to avoid the danger of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine.

1687. Cars containing explosives must have air and handbrakes in service. They must not be placed next to cars bearing the inflammable or the acid placard, or cars containing lighted heaters. Whenever it is possible to avoid so doing they must not be placed next to tank cars or flat cars, or next to carloads of lumber, poles, iron, pipe, or other articles liable to break through end of car from rough handling.

1688. When handling cars containing explosives in yards or on sidings, they must, if it is practically possible, be coupled to the engine protected by a car between, and they must never be cut off while in motion.

They must be coupled carefully, and all unnecessary shocks must be avoided. Other cars must not be allowed to strike a car containing explosives. They must be so placed in yards, or on sidings, that they will be subject to as little handling as possible, and be removed from all danger of fire; and, when avoidable, engines on parallel tracks must not be allowed to stand opposite or near them.

1689. Under no circumstances must a car known to require the 'explosive' placard be taken from a station, including transfer stations, or a siding, unless it is properly carded in accordance with paragraphs 1661 and 1666; nor unless the car is in proper condition.

1690. When a car containing explosives is in a train, the carrier must make proper provision for notifying its train and engine employees of the presence and location of such car in the train before leaving the initial station.

1691. Such cars must be frequently inspected to see that the carding is intact. Whenever any of these cards become detached or lost in transit they must be replaced on arrival at the next division terminal yard.

1692. Unless otherwise arranged for, when a car containing explosives is to be transferred, unloaded or stored for any purpose, at a given junction, station or yard, the carrier must provide for due notice, by wire, to such station, of the probable time of arrival and the number of cars (not car numbers) in order that proper provision may be made at that point for handling the same.

1693. At points where trains stop, cars containing explosives and adjacent cars must be examined to see if they are in good condition, and free from hot boxes or other defects liable to cause damage. If cars containing explosives are set out short of destination for any cause the carrier must arrange that proper notice be given to prevent accident.

1694. Whenever a car containing explosives is opened for any purpose, inspection must be made of the packages of explosives to see that they are properly stayed and in good condition, and that no box of dynamite is standing on its end or side. Upon the discovery of leaking dynamite, or loose powder, the defective packages must be carefully removed to a safe place. Loose powder or other explosives must be swept up and carefully removed. If the floor is wet with nitro-glycerine, the car is unsafe to use, and a local inspector of the Bureau of Explosives should be immediately called to superintend the thorough mopping and washing of the floor with a warm, saturated solution of concentrated lye or sodium carbonate. If necessary, the car must be placed on an isolated siding and proper notice be given. (See pars. 1534 and 1535).

1695. *Removal of Placards.*—The certificates and placards prescribed in paragraphs 1665 and 1666 must be removed from the car as soon as the explosives are unloaded.

In Case of a Wreck.

1697. In case of a wreck involving a car containing explosives, the first and most important precaution is to prevent fire. Although most of the group 'High Explosives' may burn in small amounts quietly and without causing a disastrous explosion, yet everything possible must be done to keep fire away. Before beginning to clear a wreck in which a car containing explosives is involved, all unbroken packages should

be removed to a place of safety, and as much of the broken packages as possible be gathered up and likewise removed, and the rest should be saturated with water. Many explosives are readily fired by a blow, or by a spark produced when two pieces of metal or a piece of metal and a stone come violently together. In clearing a wreck, therefore, care must be taken not to strike fire with tools, and in using the crane or locomotive to tear the wreckage in pieces the possibility of producing sparks must be considered.

With most explosives thorough wetting with water practically removes all danger of explosion by spark or blow; but with the dynamite wetting does not make them safe from blows. With all explosives, mixing with wet earth renders them safer from either fire, spark or blow. In case fulminate has been scattered by a wreck, after the wreck has been cleared the top surface of the ground should be removed, and, after saturating the area with oil, be replaced by fresh earth. If this is not done, when the ground and fulminate become dry, small explosions may occur when the mixed material is trodden on or struck.

'Inflammable' Placard.

1698. A white placard of diamond shape, printed on strong tag-board, measuring 15 inches on each diagonal, $10\frac{3}{4}$ inches on each side, and bearing in red and black letters the following inscription, 'Inflammable—keep Lights and Fires Away—Handle Carefully,' must be placed on each outside end and side of a car containing any quantity of smokeless powder for cannon, or ammunition for cannon with empty projectiles, or ammunition for cannon with sand loaded projectiles, or ammunition for cannon without projectiles or fireworks.

Exception.

Provided that explosives packed in conformity with the laws of the United Kingdom of Great Britain and Ireland relating thereto, and handled, loaded and carried by routes entirely within Canada, in accordance with the regulations hereinbefore prescribed, may be carried from the Canadian port of importation to their destination in Canada, or through Canada en route to a foreign country other than the United States of America; also from the Canadian destination aforesaid by re-shipment, or from the place of manufacture in Canada, if consigned in either case to a foreign country other than the United States of America.

General Order No. 101.

Whereas, by order of the Board No. 15819, dated January 18, 1912, all railway companies subject to the jurisdiction of the Parliament of Canada were directed forthwith to re-establish the system or systems in practice by them during the winter of 1910-11, of carrying less than carload lots in heated cars, and to grant to all shippers the rights and privileges of such shipping facilities in respect to such traffic as were in force upon their various lines during the said winter, until further order, or until the reasonableness of the withdrawal of such facilities could be passed upon by the Board;

And whereas, by general order No. 98, dated the 6th day of December, 1912, railway companies subject to the jurisdiction of the Board, operating in Eastern Canada, were required to furnish to any shipper a heated refrigerator car, or cars, for the carriage during cold weather of fruit, vegetables and eggs, in less than carload quantities, subject to certain conditions specified in the order;

And whereas the Canadian Pacific Railway Company interprets the said general order as superseding the said order No. 15819, and has discontinued the heated car service in respect of freight shipments not specifically provided for in the general order, and notwithstanding the fact that it has been notified, under the direction of

the Board, that the intention of the said general order was not in any way to cancel or supersede the provisions of the previous order, the company refuses to carry out the terms of the said order No. 15819—

Now therefore the Board orders and declares that the said general order No. 98 shall not be taken or construed as in substitution for, or in cancellation of, the said order No. 15819, but as in addition thereto; and the Canadian Pacific Railway Company is hereby directed forthwith to comply with and carry out the terms and requirements of the said order No. 15819, dated January 18, 1912.

H. L. DRAYTON,
Chief Commissioner.

February 1, 1913.

Circular No. 94.

BOARD OF RY. COM. FOR CANADA,
OTTAWA, October 21, 1912.

File 20718.—Accidents to Employees through Riding on Pilots of Engines.

The Board has, from time to time, received returns of a number of accidents resulting in serious and sometimes fatal injuries to employees through riding on pilots of engines, and I am directed to ask that instructions be issued by railway companies subject to the jurisdiction of the Board that this practice of riding on pilots of engines, except when switching in yards, must be discontinued under penalty of being disciplined.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

Circular No. 95.

BOARD OF RY. COM. FOR CANADA,
OTTAWA, November 6, 1912.

File 9610.—Equipment of Electric Cars with Air Brakes.

I am directed to ask that all electric railway companies subject to its jurisdiction, furnish the Board with a statement showing the condition of their equipment at present so far as power brakes are concerned.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

Circular No. 96.

BOARD OF RY. COM. FOR CANADA,
OTTAWA, November 6, 1912.

Order No. 12225.—Protection of Railway Employees.

In connection with accidents and other matters reported upon by the Board's inspectors from time to time, the Board has become impressed with the apparent unfamiliarity of a number of railway employees with the requirements of order No. 12225, dated November 9, 1910, issued for the protection of such employees, and I am directed to ask that the contents of this order be made known as widely and as thoroughly as possible.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

SESSIONAL PAPER No. 20c

Circular No. 97.

BOARD OF RY. COM. FOR CANADA,
OTTAWA, November 8, 1912.

The Board's officers are of the opinion that the number of persons killed and injured in accidents due to derailments, head on and rear end collisions, would be very much reduced, if the trucks of the cars were so attached to the body that the body could not leave the truck in case of derailment, head on or rear end collision.

The Board desires your company to give this matter serious consideration, so that, when this matter is spoken to at an early sitting, a decision can be arrived at.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

Circular No. 98.

BOARD OF RY. COM. FOR CANADA,
OTTAWA, November 12, 1912.

File 20847.—Protection to Car Repairers while at Work on Repair Tracks.

The Board's attention has been called to several accidents which have recently taken place wherein car repairers have met with serious injury while working on repair tracks, and I am directed to state that all railway companies subject to the jurisdiction of the Board will at the sittings to be held in Ottawa on Tuesday, December 3, 1912, be called upon to speak to the question of providing more efficient protection to car repairers working on repair tracks, and to ask the companies to be prepared with suggestions and for a general discussion of the question, on that date.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

Supplement No. 1 to Circular No. 98.

BOARD OF RY. COM. FOR CANADA, Jan. 13, 1913.

File 20847.—Protection to Car Repairers while at work on repair tracks.

I am directed by the Board to ask that railway companies subject to the Board's jurisdiction file, within sixty days, a statement giving the name of each point at which car repairers are located, and explaining the manner in which car repair tracks at such points are now protected.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

Supplement No. 2 to Circular No. 98.

BOARD OF RY. COM. FOR CANADA,
OTTAWA, March 17, 1913.

File 20847.—Protection to Car Repairers.

DEAR SIR,—This matter was the subject of a general discussion at a sittings of the Board held at Ottawa, on December 12 last.

The present practice of using a flag for protection purposes is considered very unsatisfactory, and a simple device, as set forth in the attached diagram, has been suggested for use. This could be made of light steel or wood, made so as to fold up.

and when opened up can hang on the ladder rungs by hooks, as shown by sketch "A" on the sketch. The disk could project eighteen inches beyond the car and be ten inches in depth with a hook on the bottom side for hanging a lantern for night use. This disk would not be subject to the caprice of the wind as a flag would, and would be readily discernible for the full length of any ordinary train. Furthermore, as it can be so easily applied there will be no excuse for failure of employees to neglect its use.

The Board will be glad if the railway companies will give this suggestion careful consideration and let the Board have their views thereon as early as possible.

Yours truly,

A. D. CARTWRIGHT,
Secretary.

Circular No. 99.

BOARD OF RY. COM. FOR CANADA, December 2, 1912.

Application for Branch Lines, Section 222.

I am directed to inform you that, in making application to the Board for the approval of a branch line or spur, in addition to the plans required under the Board's rules and regulations, it will be necessary for railway companies to supply municipalities, in any way interested, with blue print of final plans.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

Circular No. 100.

BOARD OF RY. COM. FOR CANADA, December 3, 1912.

File 1750, Part 4.—Order No. 12225: Protection of Railway Employees.

I am directed by the Board to call the attention of the railway companies subject to its jurisdiction to the requirements of clause 1, sub-section "D," section 8, of order No. 12225, whereby:—

> "Semaphores, signals, poles, or high or intermediate switchstands shall. within two years from the date of this order (November 9, 1910) be either removed or changed so that the same shall not be nearer than six feet from the gauge side of the nearest rail; or high and intermediate switch stands shall be changed to low or dwarf switchstands."

And to ask that you advise, within thirty days of the receipt of this circular, what action has been taken towards carrying out the said order of the Board.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

Circular No. 101.

BOARD OF RY. COM. FOR CANADA, December 27, 1912

File 21174.—Location of Emergency Valve on Passenger Equipment.

DEAR SIR,—I am directed to inform you that at the sittings of the Board to be held in Ottawa on Tuesday, January 7, 1913, the Board will consider the advisability

of standardizing the position of the emergency valve on passenger equipment in use by steam railways subject to the jurisdiction of the Board.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

Circular No. 102.

BOARD OF RY. COM. FOR CANADA, Jan. 18, 1913.

Sharp flange wheels on locomotives and tenders.

The Board's inspectors are reporting quite a number of locomotives in service with sharp flanges on wheels of both locomotives and tenders, flanges in many instances being worn down to and below the Master Car Builders' standard allowance gauge.

Some of these locomotives are running on fast passenger trains; and while it is expected that freight cars may sometimes be found with flanges on wheels in the condition described above, it does not seem reasonable or safe to allow locomotives in service with wheel flanges worn so badly that they would not be accepted on cars at interchange points.

The Board would, therefore, urge upon you the importance of issuing to those in charge of the motive power on your lines of railway such instructions as will ensure change of wheels before flanges are so badly worn as to come under the M.C.B. standard defect gauge.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

Circular No. 103.

BOARD OF RY. COM. FOR CANADA, Jan. 3, 1913.

File 21173.—Injuries to Enginemen through derailment while running engine tender first.

The Board has been impressed with the number of injuries to enginemen (in some cases fatal) apparently due to engines being run tender first at excessive rates of speed; and hence the Board directs that all steam railways subject to the jurisdiction of the Board issue instructions requiring that engines running tender first, "other than suburban tank engines equipped with pilot on tender," shall not exceed a speed of twenty miles per hour, and that a copy of such instructions be filed with the Board.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

Circular No. 104.

BOARD OF RY. COM. FOR CANADA, Feb. 4, 1913.

File 6713, Case 2846.—Re *General Interswitching.*

DEAR SIR,—I am directed to inform you that at a sittings to be held in Ottawa on Tuesday, February 18 next, commencing at ten o'clock in the forenoon, the Board will take into consideration the proposed revision of order of the Board No. 4988, dated July 8, known as the General Interswitching Order, and of the draft revise suggested by the Board at the sittings held at Ottawa, November 5, 1912, for examination and comment.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

Circular No. 105.

BOARD OF RY. COM. FOR CANADA, Feb. 4, 1913.

File 4205, Case 871—Flag Station.

DEAR SIR,—I am directed to inform you that at the sittings of the Board to be held in Ottawa on Tuesday, March 4, 1913, all railway companies subject to the jurisdiction of the Board will be required to show cause why clause 4 of the Board's Flag Station Order No. 9160, dated January 6, 1910, should not be amended so that the average earnings referred to in line 5 of said clause be $12,000 instead of $15,000, as at present.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

Circular No. 106.

BOARD OF RY. COM. FOR CANADA, Feb. 6, 1913.

File 3775.1.—Reciprocal Demurrage.

DEAR SIR,—I am directed to inform you that at a sittings to be held at the Central Station building, Ottawa, Ont., on Tuesday, April 15, commencing at ten o'clock in the forenoon, the Board will take up the question of reciprocal demurrage, and its suggested application in Canada.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

Supplement No. 1 to Circular No. 106.

BOARD OF RY. COM. FOR CANADA, March 13, 1913.

File 3775.1.—Reciprocal Demurrage.

I am directed by the Board to request that all Boards of Trade, trade associations, and shippers who are interested in the hearing by the Board at Ottawa, April 15 next, of the question of the suggested application of so-called "Reciprocal demurrage" in Canada, and have made complaints or representations to the Board in connection therewith, file with the Board, on or before March 25 next, full particulars of the alleged delays, or irregularities, upon which their complaints are based: these particulars to include car numbers, car initials, commodity, dates of shipment and arrival, points of shipment and destination, and name, or names, of the carrier, or carriers, together with facts pertinent to the said complaints.

A copy of such statement of particulars should be forwarded by the same mail to Mr. W. H. Biggar, general counsel, G.T.R., Montreal, Mr. E. W. Beatty, general solicitor, C.P.R., Montreal, or Mr. R. H. M. Temple, assistant solicitor, C.N.R., Toronto, as the case may be, where either of these three companies is concerned.

If the complaint is against any other railway, the copy should be forwarded to Mr. J. E. Duval, manager, Canadian Car Service Bureau, Montreal, P.Q.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

SESSIONAL PAPER No. 20c

Circular No. 107.

BOARD OF RY. COM. FOR CANADA, February 22, 1913.

File 4741—E.—Clearing Rights of Way.

I am directed to call your attention to section 297 of the Railway Act, which provides that the "company shall at all times maintain and keep its right of way free from dead or dry grass, weeds and other unnecessary combustible matter."

On account of the large amount of rain during the summer of 1912, the growth of vegetation was unusually heavy. On this account, the fire danger along railway lines is likely to be great during the early spring of 1913 and the ensuing summer, unless prompt and vigorous action is taken as required by section 297, above quoted.

The work of burning or otherwise disposing of combustible matter on rights of way should accordingly be begun at the earliest possible date in the spring and prosecuted vigorously until completed.

As required by regulation 10 of order 16570 such supervision of burning must be provided as will prevent fires from spreading beyond the strip being cleared.

Experience has shown that along portions of some lines, right of way clearing can be handled satisfactorily only by the employment of extra gangs. It is essential that each company take whatever steps are necessary to ensure prompt and efficient compliance with the requirements of section 297 of the Railway Act.

The Board requests that you submit a statement showing what arrangements have been or will be made for handling this work on your lines.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

Circular No. 108.

BOARD OF RY. COM. FOR CANADA, February 22, 1913.

File 4741, Part 3.—Re Instructions to Employees regarding Fire Protection Under Order No. 16570.

DEAR SIR,—I am directed by the Board to inform you that it has under consideratioin the amendment of regulation 15 of the order 16570, to read as follows:—

> Every such railway company shall give particular instructions to its employees in relation to the foregoing regulations, and shall cause such instructions to be posted and maintained at all stations, terminals and section houses along its lines of railway. Said instructions to employees shall also be included in the employees time-tables in use between April 1 and November 1 of each year. As to lines or portions of lines were in its judgment, the fire danger is not material, the Board may, upon application, waive the requirements as to the posting of public notices and the inclusion of special instructions in employees time tables.

I am further directed to request that you submit to the Board in writing, within thirty days, any statement you may desire to make in this matter.

There is enclosed a tentative draft of instructions which may be used, if desired, as a basis for the preparation of special instructions to employees, as required in said regulation 15 of order No. 16570. The issuance of these particular instructions is not prescribed. It is, however, considered essential that the instructions to be issued shall embody the substance of regulations 6, 7, 10, 14 and 17 of order No. 16570.

Yours truly,

A. D. CARTWRIGHT,
Secretary.

BOARD OF RY. COM. FOR CANADA, March 13, 1913.

File 4741, Part 3.—Re Instructions to Employees regarding Fire Protection Under Order No. 16570.

Referring to my Circular No. 108 of February 22, in connection with this matter, there have been some inaccuracies found in the tenative draft of instructions sent you and I would ask that you substitute the enclosed copy for the one previously sent you and return the incorrect copy to this office.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

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TELEPHONE STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1913

A. W. CAMPBELL,
Deputy Minister of the Department of Railways and Canals

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
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No. 20*d*—1914] 1914

To Field Marshal, His Royal Highness Prince Arthur William Patrick Albert, Duke of Connaught and of Strathearn, Earl of Sussex (in the Peerage of the United Kingdom), Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Cobourg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; a Member of the Most Honourable Privy Council; Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.

May it please Your Royal Highness:

The undersigned has the honour to present to your Royal Highness the Annual Report of the Comptroller of Statistics in relation to the telephone interests of the Dominion of Canada for the year ended June 30, 1913.

F. COCHRANE,

Minister of Railways and Canals.

To the Honourable F. COCHRANE,

Minister of Railways and Canals.

SIR,—I have the honour to submit the report of the Comptroller of Statistics in relation to the telephone interests of the Dominion of Canada for the year ended June 30, 1913.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Minister of Railways and Canals.

Office of the Comptroller of Statistics,

Ottawa, Dec. 20, 1913.

A. W. Campbell, Esq., C.E.,
Deputy Minister of Railways and Canals.

Sir,—I have the honour to submit herewith Telephone Statistics for the year ended June 30, 1913.

Statistical returns on the prescribed forms of the Department were received from 1,075 telephone organizations, as compared with 683 in 1912. This increase in the number of reports reflects the rapid growth of telephone interests throughout the Dominion.

The telephone has been so widely accepted as a useful adjunct of commercial and social life that it is not surprising there should be a steady multiplication of the number of corporate bodies operating telephone systems. In 1912 there was one telephone in use for every 19·3 persons composing the population of the Dominion. In 1913 there was one instrument for every 16·2 persons.

It is probable, however, that the foregoing ratio would be lowered to about 15·2 if absolutely complete returns had been received. That result was impracticable. There were over 100 operating companies, most of them relatively small, from which returns were not received, or not received in time to be incorporated in the subjoined tabular statements. There was probably a considerable number of additional organizations in operation on June 30 last of which this Department had no direct knowledge.

The telephone industry is not subject to any law, either Dominion or Provincial, which requires the registration of the commencement of operations by any organization. The names and addresses of companies have to be got from a variety of sources. It would be well if a better method were adopted, which would lead to full returns.

It is also desirable, for statistical purposes, that there should be sympathetic co-operation between the Provinces and this Department. If statistics for the Dominion are to be had, there must be an assembling centre. At the present time three or four of the Provinces send out reporting forms, while in the others the matter is ignored. It would simplify the work of gathering authentic data if the reporting forms of this Department were adopted by the Provinces. Confusion and duplication might then be avoided. In this regard it may be said that during the past year there was co-operation in telephone statistics between this Department and the Government of Saskatchewan. The results were highly satisfactory.

During the past year the reporting forms were simplified so as to reduce them to a series of questions. This change was founded on the experience of the Department with the smaller companies during the two preceding years. It resulted in a very material improvement in the returns.

ORGANIZATION.

The number and character of the various organizations which made returns for the year ended June 30 last are shown in the following statement:—

Province.	Government.	Municipal.	Stock.	Co-operative.	Partnership.	Private	Total.
Nova Scotia	.....	.....	21	28	17	17	83
New Brunswick	.....	.....	12	3	1	9	25
P.E. Island	.....	.....	1	.....	.....	.....	1
Quebec	.....	.....	44	26	3	28	101
Ontario	1	38	143	148	41	80	451
Manitoba	1	7	5	14	1	7	35
Saskatchewan	1	5	304	42	.....	9	361
Alberta	1	1	1	.....	.....	.....	3
British Columbia	.....	1	12	1	.....	1	15
Total	4	52	543	262	63	151	1,075

As compared with 1912 there was an increase of 17 in the number of municipal, 175 stock, 129 co-operative, 32 partnership and 38 private organizations.

Following is a statement of the number of organizations which reported in 1913 and the two preceding years:—

Province.	1911.	1912.	1913.
Nova Scotia	14	12	83
New Brunswick	16	17	25
P. E. Island	1	1	1
Quebec	32	62	101
Ontario	319	369	451
Manitoba	3	3	35
Saskatchewan	143	206	361
Alberta	4	3	3
British Columbia	5	10	15
Total	537	683	1,075

An increase of 100·1 per cent in numbers within two years is satisfactory and significant.

CAPITAL AND COST.

Capitalization reported in 1913 amounted to $59,847,004.83—an increase of $13,570,153.09 over 1912.

The division of capital liability for the past three years has been as follows:—

	1911	1912	1913
	$	$	$
Stocks	21,527,374.55	21,533,605.09	26,590,501.39
Funded debt	18,516,607.74	24,743,246.65	33,256,503.44
	40,043,982.29	46,276,851.74	59,847,004.83

The distribution of capital liability, by Provinces, in 1911, 1912 and 1913 was as follows:—

Province.	Stocks. 1913.	Funded Debt. 1913.	Total 1913.	Total 1912.	Total 1911.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia	1,767,090 86	1,182,600 00	2,949,690 86	2,709,939 14	2,597,380 00
New Brunswick	1,317,960 15	106,800 00	1,424,760 15	1,415,660 24	1,313,781 00
P.E. Island	100,000 00	25,000 00	125,000 00	100,000 00	165,000 00
Quebec	17,670,165 54	7,069,360 02	24,739,525 56	19,200,697 46	18,981,630 37
Ontario	1,694,713 01	1,390,440 24	3,085,153 25	2,772,798 19	1,755,628 36
Manitoba	6,114 79	10,267,726 83	10,273,841 62	9,919,723 18	8,315,000 00
Saskatchewan	890,839 54	4,331,059 80	5,221,899 34	4,055,443 41	1,959,511 37
Alberta	90,000 00	6,839,249 89	6,929,249 89	2,530,667 62	2,432,801 84
British Columbia	3,053,617 50	2,044,266 66	5,097,884 16	3,571,922 50	2,523,249 35
Total	26,590,501 39	33,256,503 44	59,847,004 83	46,276,851 74	40,043,982 29

Attention is called again to the capital situation as it relates to the Province of Quebec. The Bell Telephone Company, which is the chief organization in the Dominion, and operates in both Ontario and Quebec, has its headquarters in Montreal. The capitalization of the Company is therefore, unavoidably, credited entirely to the Province of Quebec.

Capitalization in 1913 was equal to $129·13 per telephone in use, as compared with $124.75 in 1912. The cost of telephone systems of all classes was returned at $69,214,971.45 in 1913, as against $56,887,799.15 in 1912.

The total cost in 1912 and 1913 was distributed among the various Provinces as follows:—

	1912	1913
Nova Scotia	$ 3,120,452.21	$ 3,323,901.72
New Brunswick	1,564,231.95	1,653,722.11
Prince Edward Island	135,817.82	150,000.00
Quebec	27,480,159.90	33,002,264.17
Ontario	3,426,761.15	4,250,730.45
Manitoba	9,621,968.31	9,607,506.91
Saskatchewan	3,997,931.74	5,143,663.03
Alberta	3,439,515.21	6,472,098.13
British Columbia	4,100,960.86	5,611,084.93
Total	$56,887,799.15	$69,214,971.45

Allowance must be made for the facts with regard to the Province of Quebec in accordance with the explanation given in a preceding paragraph.

EARNINGS AND OPERATING EXPENSES.

Gross earnings for 1913 amounted to $14,877,278.23, and operating expenses to $11,175,689.47.

There was an increase of $2,603,651.57 in gross earnings, and of $2,080,990.65 in operating expenses as compared with 1912.

Net earnings, as represented by the difference between gross earnings and operating expenses, were $3,757,588.78—an increase of $578,650.74 over 1912. In this regard, it must be borne in mind that many of the telephone organizations of the Dominion, especially in rural districts, are conducted on a co-operative basis. Such organizations aim to merely balance income and outgo.

Gross earnings were equal to $32.13 per telephone in use, as against $33.09 in 1912.

Operating expenses were equal to $24.10 per telephone, as against $24.52 in 1912.

Gross earnings and operating expenses were distributed among the Provinces in 1912 and 1913 as follows:—

Province.	1912.		1913.	
	Earnings.	Operating Expenses.	Earnings.	Operating Expenses.
	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia	434,711 18	308,126 88	565 107 16	395,247 71
New Brunswick	355,624 38	195,451 74	408,547 88	225,475 15
Prince Edward Island	35,929 89	30,968 74	38,884 82	32,886 40
Quebec	7,242,056 72	5,567,880 15	8,529,391 71	6,562,558 00
Ontario	649,515 76	377,261,42	793,154 87	545,651 48
Manitoba	1,360,042 67	1,096,998 41	1,705,962 59	1,175,482 44
Saskatchewan	517,559 18	299,588 66	632,595 99	428,325 91
Alberta	482,796 46	286,183 21	840,580 77	767,002 14
British Columbia	1,195,390 42	932,229 61	1,383,052 44	1,043,060 24
Total	12,273,626 66	9,094,688 82	14,897,278 23	11,175,689 47

EQUIPMENT.

The returns for 1913 showed 1,092,586·77 miles of wire in use, and 463,671 telephones.

There was an increase over 1912 of 203,014·60 miles of wire, and 92,787 in the number of telephones.

Of the wire mileage, 755,587·52 miles were classified as urban and 336,999·25 miles as rural.

There was one mile of telephone wire in use for every 6·8 of the population of the Dominion, as compared with 8·1 in 1912.

Total wire mileage, in 1912 and 1913, was distributed among the Provinces as follows:—

Province.	1912.			1913.		
	Urban.	Rural.	Total.	Urban.	Rural.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Nova Scotia	20,445	6,297	26,742	23,401	8,972·16	32,373·16
New Brunswick	14,458·61	7,659·05	22,117·66	15,587·61	8,140·30	23,727·91
Prince Edward Island	1,175	1,300	2,475	1,580	1,725	3,305
Quebec	143,875	44,142	188,017	155,519·50	51,829·50	207,349
Ontario	249,822·28	126,111·15	375,933·43	292,978·91	153,334·66	446,313·57
Manitoba	83,417	44,162	127,579	98,856	48,719·50	147,575·50
Saskatchewan	19,290	17,983·24	37,273·24	11,211	27,395·88	38,606·88
Alberta	24,941	65	25,006	52,768·50	27,537·25	80,305·75
British Columbia	79,537·84	4,891	84,428·84	103,685	9,345	113,030
Total	636,961·73	252,610·44	889,572·17	755,587·52	336,999·25	1,092,586·77

The wire mileage for 1912 and 1913 was divided into classes as follows:—

Classes of Wire.	1912.			1913.		
	Urban	Rural.	Total.	Urban.	Rural.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Galvanized	34,730·77	236,460·62	271,191·39	40,296·02	282,906·76	323,202·78
Copper	4,136·77	15,959,87	20,096·64	12,837·02	50,140·41	62,977·43
Cable—overhead	232,270·70	122·37	232,393·07	274,136·03	3,811·25	277,947·28
underground	364,855·49	20	364,875·49	425,138·45	92·00	425,230·45
submarine	968	47·58	1,015·58	3,180	48·83	3,228·83
Total	636,961·73	252,610·44	889,572·17	755,587·52	336,999·251,	092,586·77

The 463,671 telephones in use, referred to in a preceding paragraph, were distributed among the provinces as follows:—

Province.	Central energy.	Magneto.	Total 1913.	Total 1912.	Total 1911.
Nova Scotia	11,365	6,911	18,276	14,520	12,209
New Brunswick	8,006	6,502	14,508	12,893	11,088
Prince Edward Island	652	888	1,540	1,208	1,011
Quebec	56,606	25,307	81,913	66,573	158,000
Ontario	109,055	98,967	208,022	172,506	39,633
Manitoba	29,033	15,925	44,958	39,535	33,881
Saskatchewan	7,810	15,946	23,756	16,670	9,052
Alberta	17,304	12,890	30,194	15,801	14,424
British Columbia	30,012	10,492	40,504	31,178	23,461
Total	269,843	193,828	463,671	370,884	302,759

The telephones classified in the foregoing table as 'Central Energy' are those ordinarily found in cities and large centres. 'Magneto' instruments are attached to village and rural lines.

The observations made in a preceding part of this report with respect to the Bell Telephone Company do not apply to wire mileage and number of telephones in Ontario and Quebec.

EMPLOYEES.

The number of employees returned for 1913 was 12,867, as compared with 12,783 in 1912. There was really an increase of several thousand; but, owing to a change in the wording of the schedule, a vast majority of the returns gave only the number of operators. All other employees were omitted.

The aggregate of salaries and wages for the year was $6,839,308.85, as compared with $2,659,641.63 in 1912. This large increment reflects the relative difference which should have appeared in numbers as between the two years.

Allowance being made for the omission of employees other than operators for a majority of the reporting organizations, the following table with regard to numbers and remuneration will be understood:—

Province.	1912.		1913.	
	Number.	Remuneration.	Number.	Remuneration.
		$		$ cts.
Nova Scotia	225	45,532 67	346	247,717 21
New Brunswick	330	108,648 35	253	50,618 59
Prince Edward Island	64	21,756 00	38	5,212 00
Quebec	8,449	381,859 71	6,009	1,808,979 54
Ontario	968	189,473 96	3,855	3,101,373 59
Manitoba	1,307	878,856 48	652	309,267 48
Saskatchewan	347	362,410 70	686	393,163 19
Alberta	89	97,805 28	384	130,067 63
British Columbia	1,004	573,298 48	644	792,909 62
Total	12,783	2,659,641 63	12,867	6,839,308 85

For the succeeding year a schedule will be prescribed which will give elaborate and definite information with regard to employees. This change is suggested by the experience of the past three years.

TELEPHONE TARIFFS.

As was explained last year, it is quite impracticable to prepare a table of telephone tariffs. The facts in that regard have been reported, and they will be kept on file for use as occasion may arise.

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

TABLE 1. —Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
'A' Line Tel. Co.	Richards Landing	140 00		180 00	35 00	35 00		19	1	5 00
Admaston Rural Tel. Asso.	Admaston Station	665 00		1,225 00	185 25	87 50		18		
Adelaide Tel. System	Kerrwood			8,000 00	1,800 00	950 00		185	2	550 00
Addison Tel. Co.	Addison	10,000 00		10,000 00	1,007 26	696 06		169		450 00
Aldborough Farmers Tel. Asso. Ltd.	Rodney	2,120 00		3,500 00	932 00	400 00		121		
Alba Tel. Asso.	Pembroke			7,500 00	125 00	125 00		26	1	
Albertville Tel. Co.	Kingsville			400 00	356 00	195 00		15		50 00
Allenford Rural Tel. Co.	Allenford		4,550 00	4,550 00	400 00	375 00		124	1	175 00
Algoma Central & Hudson Bay Ry. Co.	Sault Ste. Marie			110,837 70	4,767 23	5,295 30		66		
Algoma Eastern Ry. Co.	Sualt Ste. Marie			27,438 93	887 13	1,627 57		25		
Ahmic Tel. Co. Ltd.	Ahmic Harbour	22,490 00	3,000 00	15,200 00	1,363 00	924 81		69	3	150 00
Alnwick Rural Tel. Co. Ltd.	Roseneath	3,400 00	3,750 00	2,000 00	759 20	572 78		83	2	150 00
Amable Tel. System	Hepworth	200 00		200 00	32 00	32 00		8		
Amaranth Co-operative Tel. Asso. Ltd.	Grand Valley			2,000 00	225 00	182 00		50	5	151 00
Apsley Tel. Co. Ltd.	Apsley	2,230 00		2,733 86	330 17	329 39		36	2	46 60
Ardtrea Tel. Asso.	Ardtrea			1,913 25	135 00	135 00		27		
Arkona Warwick & Adelaide Tel. System	Arkona	9,000 00		9,000 00	2,575 00	900 00		250	3	900 00
Armstrong Independent Tel. Co.	Earlton			244 85				14		
Arran No. 1 Tel. Co.	Tara			2,200 00	202 15	191 40		48		
Ashgrove Rural Tel. Co.	Georgetown	396 70		396 70	84 00	44 00		12		
Ayr Rural Tel. Co. Ltd.	Ayr	6,000 00		7,014 55	2,051 24	776 12		129		204 50
Back Line Tel. Co.	Melancthon	866 93		800 00	238 00	169 45		17		
Balaclava Tel. Club	Balaclava	1,720 00		2,290 00				34		10 00
Balderson Tel. Asso.	Balderson			2,000 00	100 00			60	1	120 00
Balsam Hill Tel. Asso.	Renfrew			1,125 00				23		
Barrie-Angus Tel. Line	Barrie	1,000 00		1,000 00	120 00	60 00		12		
Barton & Binbrook Tel. Co. Ltd.	Hamilton	8,980 00		11,388 92	2,059 52	2,236 18		133		
Beaver Line Tel. Co.	Oakwood	360 00		350 00	18 00	18 00		12		18 00
Beaver Valley Municipal Tel. System	Thornbury		21,000 00	21,000 00	66 73	200 00		175	1	200 00
Beatty Tel. System	Garden Hill			6,000 00	1,200 00	1,200 00		107	4	
Beeton Tel. Co. Ltd.	Beeton	40,000 00		40,000 00	6,250 00	3,000 00		502		2,380 00
Belmont Co-op. Tel. Asso.	Belmont	2,500 00		4,000 00	2,750 00	2,550 00		200	2	1,300 00
Berwick Private Line	Grand Valley			975 00	188 00	81 00		18		18 00
Bethel Rural Tel. Asso.	Dundalk	550 00		550 00	130 00	65 00		13		

Bethesda Mutual Tel. Co.	Bowmanville			450 00	92 00	92 00		12		3 00
Bethesda & Stouffville Tel. Co. Ltd	Stouffville	18,762 50	16,100 00	49,458 14	7,578 49	6,605 09		733	6	3,291 73
‡Bell Tel. Co. of Canada Ltd	Montreal						‡101 392	‡42 685	‡3,164	2,838,81140
Billings Mutual Tel. Co.	Kagawong	619 42		990 98	5 00	5 00		31		5 00
Blanchard Private Line	Cannington			400 00	50 00	25 00		8		
Blenheim & South Kent Tel. Co. Ltd	Blenheim	15,020 80	10,700 06	34,845 51	7,374 50	2,396 11		621		
Blind Line Tel. Co	Bayview	239 48	270 00	500 00	73 82	277 22		13		14 05
Blyth Tel. Co	Blyth		29,796 00	33,609 00	4,994 50	1,304 50		423	2	600 00
Bognor Tel. Asso	Bognor			272 40	185 26	233 12		11		
Bolton Tel. Co. Ltd	Bolton	14,650 00	8,000 00	43,000 00	7,625 00	6,900 00		647	3	2,103 00
Bond Corners Tel. System	Woodstock			300 00	55 00	55 00		11		
Bonsfield Private Line	Milton				19 00	19 00		5		
Bowesville Mutual Tel. Asso	Bowesville			550 00	108 75	20 50		12		
Bowman Tel. System	Elmwood			1,200 00	800 00	350 00		96	1	
Bracebridge & Muskoka Lakes Tel. Co. Ltd	Bracebridge	9,700 00		16,162 37	2,830 54	1,561 89		80	2	1,024 69
Brigham Private Tel. Line	Allan Park			5,000 00	1,000 00	300 00		100	1	200 00
Bromley Line Tel. Asso	Bromley Line			1,425 00	150 00	140 00		30	1	95 00
Bromley Tel. Asso	Dunmore			1,539 34	304 58	273 02		36	1	52 00
Bradden Tel. System	Latta	4,000 00	3,800 00	9,000 00	2,200 00	400 00		200	2	300 00
Brooke Municipal Tel. System	Alvinston		17,000 00	20,000 00	395 65	1,750 00		314		1,000 00
Brougham & Gratton Tel. Co. Ltd	Dacre	2,100 00		2,800 00	323 36	50 79		7		20 00
Bruce Municipal Tel. System	Underwood		75,000 00	75,739 64	7,700 00	7,700 00		896	5	7,700 00
Brussels, Morris & Grey Municipal Tel. System	Brussels		58,983 00	53,307 44	7,565 76	3,532 44		834	3	2,261 40
Burgessville Tel. Co. of Ont. Ltd	Burgessville	13,300 00		21,813 70	6,929 34	4,284 27		500	4	2,501 66
Burnt River Tel. Co. Ltd	Burnt River	3,400 00		4,500 00	730 00	286 00		65	1	120 00
Byron Tel. Co. Ltd	Byron	13,965 00		13,965 00	7,497 46	7,048 96		450	3	2,297 79
Cadman & Milling Private Line	Napanee			1,135 29	216 00	33 00		18		
Calabogie & Renfrew Tel. Asso	Ashdad	4,015 55		4,400 00	444 45	690 61		27	1	70 38
Cambray Tel. Union	Cambray		4,500 00	4,500 00	261 14	257 66		125	1	250 00
Camden Independent Tel. Co	Newburg	4,050 00		7,752 65	2,129 10	952 59		170		809 05
Caradoc-Ekfrid Tel. Co. Ltd	Melbourne	9,880 00		14,300 00	6,771 42	6,675 40		508	4	1,115 00
†Canadian Machine Tel. Co. Ltd	Toronto	250,000 00		328,640 00	21,781 76	20,231 78	*858	344	39	20,912 07
Cannon Tel. Line	Sharbot Lake			2,000 00	200 00	100 00		30		
Carlsruhe Tel. Co	Carlsruhe	250 00		250 00	54 00	62 00		3		6 00
Central Dufferin Tel. Asso. Ltd	Shelburne	1,180 00		1,180 00	286 77	220 03		23		
Centre Road Tel. Club	Garryowen			1,570 00	145 00	145 00		21		
Centre Thorah Tel. Asso	Beaverton	200 00		200 00	12 00	45 00		9		
Chamberlain Private Line	Wheatley			5,200 00	2,878 50	1,989 20		160	2	660 00
Champlain Point Tel. System	Orillia	100 00		100 00		15 00		8		
Chatsworth Rural Tel. Co	Chatsworth	5,376 72		5,366 04	1,391 83	187 16		100		30 00
Chelmsford Tel. Co	Chelmsford	4,000 00		5,000 00	743 00	500 00		28	1	300 00
Chinquacousy Local Tel. Co	Cheltenham		30,000 00	33,000 00	6,533 50	5,084 65		450	1	1,675 00
Chippawa Hill Tel. Club	Chippawa Hill			882 61	70 00	70 00		16		
Cochrane Tel. Co	Cobalt	15,000 00		15,077 63	1,884 12	1,818 84		94	2	2,410 32
Coldstream Tel. System	Coldstream			12,000 00	1,800 00	800 00		210	3	800 00

‡Ontario only. *Automatic. †Operate exchanges in Brantford, Lindsay, Burford and St. George.

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Coe Hill Rural Tel. Co	Coe Hill			6,227 00	903 48	382 95		45	4	36 00
Colborne Municipal Tel. Co	Benmiller		7,000 00	7,246 65	909 24	454 45		131	1	262 00
Colchester North Tel. System	Gesto		10,836 00	10,836 00	975 23	1,254 50		247		310 00
Conn. Tel. Co. Ltd	Conn	2,670 00		4,000 00	525 00	225 00		81	1	110 00
Consolidated Tel. Co. Ltd	Caledon	26,720 25	3,000 00	40,459 81	5,271 04	3,722 99	—	400	4	825 00
Coulson Tel. System	Newcastle									
Coulson-Jarratt Tel. Asso	Jarratt	1,200 00	800 00	2,000 00	210 65	100 00		24		
*Crediton Rural Tel. System	Crediton			9,000 00	2,000 00	1,000 00		170	4	
Crews Private Tel. Line	Trenton			500 00	25 00	30 00		5		
Crown Hill Mutual Tel. Asso	Barrie			964 92	945 59	133 39		32		
Davidson's Private Line	Nanticoke			200 00	35 00	12 00		3		
Davis Stock Farm Private Line	Woodstock	500 00		500 00	150 00	25 00		17		
Dawn Municipal Tel System	Rutherford		11,000 00	11,140 00				220	2	440 00
Delphi Thornbury & Clarksburg Tel. Co.	Camperdown			365 00				7		
Derby Tel. Asso	Owen Sound	1,200 00	1,070 00	4,000 00	1,627 11	1,592 52		82		337 50
Dereham Tel. Co. Ltd	Brownsville	12,000 00		12,000 00	4,846 37	3,254 65		260	2	
Desboro Tel. System	Desboro			3,270 00	372 38	368 29		98		20 00
Doane Tel. Co	Newmarket			1,100 00	364 00	112 00		21		8 00
Dover Municipal Tel System	Bear Line		5,000 00	5,000 00	1,254 00	1,254 00		209		35 00
Dresden Rural Tel. System	Dresden			22,769 30	5,243 75	3,959 54		351	5	1,895 32
Drummond Centre Tel. Asso	Perth	2,000 00		2,000 00	400 00	300 00		68	1	136 00
Dunville Consolidated Tel. Co. Ltd	Dunville	74,800 00	24,000 00	111,044 29	22,768 93	16,521 93	293	810	5	7,760 54
Dunsford Tel. Light & Power Asso	Dunsford	4,800 00	800 00	5,900 00	1,200 00	700 00		104	1	400 00
Dunwich & Dutton Tel. Asso. Ltd	Dutton	3,700 00		4,200 00	1,544 63	1,277 09		199		327 92
Durham Union Tel. Co	Orono			10,000 00	965 60	779 50		260	1	521 00
East Darlington Tel. Asso	Bowmanville			140 00	64 00	64 00		8		
East Grey Tel. Co	Markdale	790 00		2,750 00				45		
East Luther Tel. Co	Grand Valley	1,568 00		2,500 00	551 10	369 11		152	2	318 00
East Middlesex Tel. Co. Ltd	Thorndale	8,440 00		13,293 00	6,648 49	6,082 40		300	3	1,473 75
East Oakwood Tel. Line	Oakwood			600 00				20		
Eden Tel. Co	Cambray			1,400 00	90 00	90 00		45		90 00
Edgar Tel. Line	Bowling Green			6,500 00	100 00	100 00		300		100 00
Edville & Dundonald Tel. Co	Dundonald			2,250 00	925 00	700 00		75	1	322 00

Elderslie-Salem Tel. Asso	Dobbinton			800 00				20		
Eldon Union Tel. Asso	Lorneville	1,720 00		1,720 00	96 00	96 00		32		6 00
Elk Lake Telegraph & Tel. Co	Elk Lake			5,000 00	3,820 00	2,720 00		55	4	2,220 00
Elgin-Caffey's Lock Tel. Co	Chaffey's Lock	550 00		850 00	85 00	35 00		2	1	35 00
Ellis Rural Tel. Co	Cannington			210 90	44 50	44 50		9		
Enterprise Tel. Asso	Steelton			300 00	45 00	45 00		5		
Erie Tel. Co. Ltd	Selkirk	26,100 00	12,305 32	80,000 00	14,841 19	9,058 03		1,300	14	5,455 12
Ernst Private Line	New Hamburg			14,000 00	3,150 00	1,500 00		210	6	
Euphrasia Municipal Tel. System	Wodehouse		6,000 00	6,074 00				82	1	
Excelsior Tel. Asso	Sweaborg			649 40	75 00	75 00		15		
Evergreen Tel. Co	Douglas	225 86		225 86	11 95	11 95		7		
Falkirk Tel. Co-op. Asso	Falkirk	5,000 00		10,000 00	1,500 00	800 00		190	2	400 00
Fall River Tel. Asso	Maberly	700 00		500 00	25 00	25 00		25		
Farmers Union Tel. Co	Richards Landing	180 00		500 00	32 00	14 00		16		
Fenella Rural Tell Co. Ltd	Fenella	2,000 00		2,100 00	155 00	45 00		52	1	45 00
Fifth Line Tel. Club	Bognor	1,000 00		1,000 00	150 00	90 00		15		
Fignal Tel. Co. Ltd	Fingal	3,000 00		4,200 00	1,883 85	1,600 00		200	4	
Floss Municipal Tel. System	Elmvale		7,000 00	7,171 66				60	1	3 34
Fordwich Rural Tel. Co. Ltd	Fordwich	5,000 00		5,800 00	1,433 69	925 61		131		
Fort William Tel. Co. Corporation of	Fort William		224,000 00	259,000 00	44,684 73	40,659 69	2,560	6	73	23,677 42
Fourth Line Tel. Asso	Perth			81 44	15 60	15 60		3		
Fourteenth of Brant Tel. Co	Chesley			550 00	50 00	50 00		10		
Fraser Tel. Asso	Woodstock			400 00	88 00	88 00		13		
Fretts & Brisco Co-op. Tel. Co	Napanee	300 00		300 00	30 00	75 00		6		
Gillies Hill Tel. Asso	Chesley			480 00	31 83	7 00		15		5 00
Gillies Private Line	Tobermory	4,000 00		4,000 00	500 00	100 00		18		
Glaister Tel. System	Wellesley			18,000 00	2,760 00	1,315 00		230	2	460 00
Glandine Tel. Line	Little Britain			702 44	113 98	124 89		17		23 00
Glasgow Tel. System	Cannamore			15,200 00	5,000 00	2,000 00		300	4	800 00
Glen Eden Tel. Club	Bothwells Corners			672 00	80 00	80 00		16		
Glengarry Co-op. Tel. Asso	Lochiel	12,000 00		12,000 00	2,200 00	2,100 00		200	1	150 00
Gloucester Township Tel. Asso	Carlsbad Springs			350 00				6		
Goderich Rural Tel. Co. Ltd	Dungannon	4,726 00	34,359 08	45,168 52	5,736 72	2,718 52		418	3	450 00
Goderich Township Municipal Tel. Co	Porter s Hill		11,000 00	11,000 00	1,520 00	1,440 00		207		550 00
Gore Mutual Tel. Asso	Harrow			849 34	60 00	60 00		12		12 00
Gosfield North Municipal Tel. System	Cottam		7,981 27	11,446 00	2,396 50	960 00		247	3	660 00
Gould Tel. Line	Fenelon Falls			1,200 00	170 00	49 90		16		
Goulais Bay Tel. Line	Goulais Bay	2,798 52		2,616 52	127 88	142 87		17		
Green Hill Tel. Co	Markdale	500 00		500 00	204 00	50 00		17		
Greenwood Tel. Club	Steelton			356 89	52 25	50 37		8		3 00
Greenwood Tel. System	Sutton West			500 00	112 50	50 00		16		
Guest Private Line	Douglas	200 00		200 00	15 00	15 00		2		
Haldimand Rural Tel. Co., Ltd	Grafton	1,050 00		5,000 00	459 61	433 23		110	1	289 05
Halliday Private Line	Chesley	800 00		800 00	31 70	3 10		7		
Halton Tel. Co. Ltd	Hornby	10,000 00		14,000 00	3,525 00	1,700 00		225		1,000 00
Haleys Station Tel. Asso	Haley's Station			800 00	8 00	5 50		21		
Hamilton Rural Tel. Co	Cold Springs	910 00		2,000 00	1,161 34	988 41		169		300 00
Hartley Tel. Co	Hartley			600 00	22 00	22 00		11		

*These figures include also Mt. Carmel and Centralia Tel. Asso. and Moorsville Tel. Asso.

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Harvey Municipal Tel. System	Lakehurst		1,600 00	1,600 00	281 11	277 90		27	1	123 80
Harrietsville Tel. Asso., Ltd	Harrietsville	10,640 00		12,400 00	4,579 26	3,692 05		401	6	2,080 60
Harwood Rural Tel. Co	Harwood	936 00		1,000 00	140 00	140 00		29		
Hawthorn Hill Rural Tel. Co., Ltd	Palmerston	850 00	6,800 00	8,200 00	1,750 00	1,500 00		151	4	900 00
Hay Township Municipal Tel. System	Zurich	17,000 00		17,000 00	4,000 00	1,350 00		360	2	
Hazeldean Rural Tel. Co	Hazeldean	7,230 00		15,000 00	3,000 00	1,500 00		200	4	1,250 00
Hendersons Private Tel. Line	Cannington			800 00	225 00	125 00		25		
Herie Tel. Line	St. Clements	2,000 00		2,000 00	400 00	75 00		37		
Highland Tel. Co., Ltd	Black Bank	2,400 00		3,400 00	878 52	735 31		56		213 97
Highland Tel. Co	Milberta		2,500 00	2,500 00	568 00	566 00		73	2	
Hinton & Jocelyn Tel. Co	Carterton			1,000 00	60 59	60 59		25	1	60 00
Hoath Head & Grey Tel. Co	Hoath Head			1,500 00	221 80	200 00		32		
Hopetown Tel. Asso	Hopetown	6,000 00		6,000 00	800 00	600 00		100	4	150 00
Horton & McNabb Tel. Asso., Ltd	Lochwinnoch	2,145 00		2,260 00	744 06	425 00		61	1	156 00
Houghton & Bayham Tel. Co., Ltd	Fairground	2,280 00		2,200 00	756 00	663 00		174	6	454 00
Houghton Bayham & Tilsonburg Tel. Asso	Kinglake	1,552 00		2,800 00	1,101 77	854 22		118		225 00
Houghton & South Walsingham Tel. Co	Clear Creek	800 00		2,000 00	534 94	517 19		50	2	150 00
Huntsville & Portage Tel Line	Huntsville			5,479 27	839 42	506 48		26	1	79 50
Huron & Kinloss Municipal Tel. System	Ripley		34,000 00	40,000 00	1,979 23	1,979 23		545	3	1,796 83
Hyndman's Private Line	Exeter			2,500 00	516 00	229 00		43		
Ingersoll Tel. Co., Ltd	Ingersoll	12,000 00	35,000 00	84,000 00	18,073 32	16,775 17	1,074		17	6,835 00
Ingleside Tel. Asso	Woodstock			600 00	61 19	56 57		12		
Innerkip Rural Tel. Co	Innerkip	18,240 00	7,800 00	31,995 49	6,328 03	3,207 39		494	4	2,009 33
Innisfil Tel. Asso	Lefroy			3,800 00	586 00	522 00		82		55 00
Inwood Rural Tel. Co., Ltd	Inwood	12,000 00	4,600 00	15,500 00	3,975 00	2,150 00		329	2	874 00
Ivy-Thornton Tel. Co., Ltd	Ivy	3,685 00	1,600 00	6,657 18	2,209 78	1,293 60		110	1	297 76
Jackson Tel. Co. Ltd	Jackson	1,640 00		2,186 61	688 25	671 65		58		
Johnson & Brandon Tel. Co	Cannington			300 00	31 00	31 00		5		
Kaladar & Northern Tel. Co	Northbrook			1,400 00	200 00	150 00		13		
Kenora, Town of, Tel. System	Kenora		17,302 84	30,976 56	9,510 06	4,952 97		525	6	2,990 00
Kerr Line Tel. Asso	Forresters Falls			2,500 00		98 75		74	1	76 00
Keward Rural Tel. Co	Chatsworth			1,000 00	200 00	100 00		16		

King Tel. Co., Ltd	King	5,060 00	3,860 00	10,500 00	2,575 00	2,220 00	220	2	1,200 00	
Kingston Road Rural Tel. Asso	Cobourg			275 00	101 00	101 00	8			
Kitley Rural Tel. Co., Ltd	New Bliss	10,950 00	3,850 00	10,501 25	2,906 55	2,134 45	239		748 26	
Korah Central Tel. Asso	Sault Ste. Marie, West			700 00	90 00	90 00	12			
Koshee-Sparrow Lake Private Line	Sparrow Lake			500 00			8			
Lake of Bays & Haliburton Tel. Co., Ltd	Dorset	2,197 50		1,976 08	322 31	204 55	22	2	10 00	
Lake Shore Tel. System	Kincardine	1,400 00		1,400 00	235 00	195 00	40		20 00	
Lake Simcoe Rural Tel. Co	Beaverton			500 00	25 00	25 00	8			
Laird Mutual Tel. Asso	Bar River		3,968 52	5,896 00	1,697 50	1,468 45	177	2	556 00	
Lambton Tel. Co., Ltd	Sombra	9,750 00		13,912 00	1,020 98	1,025 00	156	1	803 00	
Lambeth Tel. Co., Ltd	Lambeth	2,450 00		2,450 00	415 00	191 72	13	3		
Lanark & Carleton Counties Tel. Co. Ltd.	Almonte	14,130 00		18,212 11	2,864 47	2,853 42	258	2	1,706 17	
Lanark & Ramsay Tel. Asso	Carleton Place			1,550 00	225 00	85 00	21		30 00	
Lansdowne Rural Tel. Co. Ltd	Lansdowne	14,040 00		15,000 00	4,162 44	4,092 32	325	2	650 00	
Lavant-Dalhousie Tel. Asso	Poland	2,000 00	425 00	3,500 00	321 93	298 23	44	1	117 50	
Leeds & Frontenac Rural Tel. Co. Ltd	Seeley's Bay	2,500 00	12,000 00	20,000 00	3,750 00	1,000 00	375	3	1,500 00	
Leeds & Grenville Independent Tel. Co. Ltd	North Augusta	17,000 00	5,000 00	31,602 31	9,623 29	9,034 62	510	9	1,175 00	
Leith & Annan Tel. Club	Leith	1,444 00		3,338 87	691 62	491 72	81		280 71	
Lennox Tel. Co. Ltd	Gosport	1,410 00		4,500 00	925 00	495 00	70	1	135 00	
Lighting Tel. Asso	Gratton	1,311 00		1,311 00	55 00	55 00	23	1	46 00	
Little Britain Tel. Union	Little Britain				605 94	614 69	187	2	374 00	
Long Lake Rural Tel. Co	Long Lake			6,000 00	600 00	400 00	100	1	200 00	
Lucknow & Kinloss Tel. Asso	Holyrood			1,000 00	125 00	35 00	11	1	10 00	
Lyons Private Line	Markdale			525 00	245 00	85 00	15	1	45 00	
Lyndhurst Rural Tel. Co	Lyndhurst	6,835 00	4,300 00	10,000 00	1,575 00	350 00	181	1	250 00	
Lyndoch, Curholme & Walsingham Centre (Curholme Div.)	Walsingham Centre	325 00		475 00	13 00	13 00	13	1	13 00	
Lyndoch Curholme & Walsingham Centre (Lyndoch Div.)	Walsingham Centre	268 50	100 00	450 00	10 00	10 00	10	1	10 00	
Madawaska Tel. Asso	Burnstown	875 00		1,383 00	658 00	206 00	43	1	80 00	
Maidstone Municipal Tel. System	Maidstone		12,104 89	13,994 89	2,417 55	878 80	240	1	256 00	
Malahide & Bayham Tel. Asso	Bayham	7,290 00		7,290 00	2,220 69	2,144 21	406	8	1,498 00	
Mallorytown Independent Tel. Co	Mallorytown		14,100 00	18,596 30	2,900 70	1,436 70	280	2	600 00	
Manilla Northern Tel. Co	Manilla	2,200 00		2,100 00	150 00	150 00	55	1	100 00	
Manse Grove Tel. Co	Lorneville			1,500 00	150 00	140 00	35		25 00	
Maple Grove Tel. Co	Shallow Lake	398 00		564 95	87 35	36 56	12		23 17	
Maple Leaf Tel. Co	Oakwood			650 00	42 47	42 47	19	2		
Maple Shade Tel. Co	Woodstock			110 00	40 04	40 04	5			
Mariposa Tel. Union	Oakwood		—	500 00	600 00	550 00	150	1	350 00	
Marmion Tel. Co	Marmion	300 00		350 00			17			
Martintown Tel. Co	Martintown	1,675 00	800 00	2,733 15	718 50	179 92	54	1	104 00	
Marysburgh Tel. Co	Milford	10,000 00		10,000 00	1,500 00	500 00	125	1	400 00	
Massey Station Tel. Co. Ltd	Spanish Mills	500 00		600 00	216 09	263 18	3	3	72 89	
Matchedash Tel. System	Coldstream			2,400 00	444 00	65 00	37			
Meath Tel. Asso	Cobden			350 00	205 50	205 50	27	1	67 50	
Medonte Municipal Tel. System	Moonstone		15,000 00	15,999 91	2,391 61	349 60	325	2	349 60	
Meek Private Line	Port Rowan			175 00	15 00	15 00	5	1		
Metcalfe Rural Tel. Co. Ltd	Metcalfe	12,500 00	20,000 00	14,225 39	3,888 38	1,533 38	225	3	305 00	
Mills Tel. Co	Thamesford	7,000 00		7,000 00	970 00	970 00	97	2	470 00	
Minto Rural Tel. Co. Ltd	Harriston	3,170 00		5,600 00	812 00	570 00	101		160 00	

STATEMENT of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Mississippi Tel. Co. Ltd	Lanark	1,666 50		3,115 81	770 38	579 34		68	1	128 52
Molesworth Independent Tel. Co. Ltd	Molesworth	950 00		2,800 00	900 00	450 00		77	1	190 00
Monk Rural Tel. Co. Ltd	Carp	30,000 00		25,000 00	2,600 00	2,600 00		418	3	2,230 00
Monteith-Dempsey Rural Tel. Co	Stratford	5,000 00		5,000 00	1,150 00	540 00		79		430 00
Mono Mills Tel. Asso	Mono Mills			5,000 00	500 00	410 00		127	2	450 00
Minesing Tel. Asso	Minesing			3,000 00	450 00			84		
Moore Municipal Tel. System	Bridgen	24,130 55		36,963 45	8,168 36	4,214 38		666	6	2,184 00
Moore & Moore Private Line	Brooklin			1,000 00	75 00	25 00		13		
Mornington & Wellesley Tel. Asso. Ltd	Newton	3,025 00	15,000 00	8,700 00	1,424 30	907 75		135	1	400 00
Morningstar Tel. Co	Arkona			8,000 00	2,400 00	788 80		247	2	788 80
Mount Albert Tel. Co. Ltd	Mount Albert	3,640 00		15,810 00	6,975 15	6,398 14		420	4	900 00
Mount Forest, Wellington & Grey Tel. Co. Ltd	Mount Forest	3,677 50		4,814 36	1,361 08	1,152 76		75	1	205 50
Mount Pleasant Tel. Co	Castleton			7,000 00	2,500 00	1,700 00		270	4	
Mountrose Tel. Line	Little Britain	175 00		54 00	7 50	7 50		7	1	14 00
Moscow Mutual Tel. Asso	Moscow	2,700 00		2,700 00	60 00	100 00		60		
Murray-Brighton Tel. Co	Wooler			14,832 00	2,860 60	2,606 70		202	2	1,621 10
Muskoka Independent Tel. System	Huntsville			1,200 00	738 25	326 76		42	2	216 71
Muskoka Victoria & Haliburton Tel. Co. Ltd	Uffington	1,520 00		2,723 30	353 05	154 22		22		
Muskoka River Tel. Co	Alport		401 00	401 00	60 00	40 00		6		3 00
Muskrat Tel. Asso	Cobden			635 60				16		
Mutual Tel. Asso	Orillia			280 00	52 50	52 50		10		
McEachern Private Line	Linwood			4,000 00	870 00	215 00		77		
MacDonald Rural Tel. Co	Sylvan Valley		2,400 00	2,400 00	218 45	218 45		62	2	199 45
McDonald Tel. Co	Trenton	1,000 00		1,000 00	76 00	76 00		19		
McGillicuddy & Zavitz Tel. Co	Watford			200 00	50 00			6		
McHardy Private Line	Merlin				368 00			19	1	
McKillop, Logan & Herbert Tel. Co. Ltd	Staffa	14,100 00	9,900 00	17,673 61	3,897 01	2,938 51		370	2	1,007 00
McKillop Tel. System	Winthrop		2,523 60	1,902 70	1,500 00	1,300 00		280		
McNab Tel. Asso	Arnprior	1,200 00		1,200 00	275 00	200 00		30		
McPhail Private Line	Manilla			500 00		25 00		22		
Nelson Tel. Co. Ltd	Milton	10,000 00	10,000 00	23,200 00	3,650 00	1,663 00		220	2	1,300 00

New California Rural Tel. Co.	Kingsville			2,000 00	285 00	600 00		57		25 00
New Dundee Rural Tel. Co. Ltd.	New Dundee	4,280 00		8,000 00	2,580 00	465 00		157		
New Glasgow Tel. Co. Ltd.	Rodney	2,400 00		3,500 00	900 00	825 00		120		200 00
Niagara District Tel. Co. Ltd.	Jordan Station	16,300 00		2,400 00	5,698 98	4,549 74		512	6	2,427 54
Nipissing Private Line	Nipissing	900 00		900 00	200 00	50 00		4		
Nissouri Tel. Co. Ltd.	Thamesford	3,455 00		4,000 00	1,473 35	1,287 81		134	2	441 43
Noble Tel. Line	Sutton West			300 00	15 00	20 00		6		
Noisy River Tel. Co. Ltd.	Creemore	12,245 00		20,887 70	3,245 75	3,266 50		328		3,293 68
Norfolk County Tel. Co. Ltd.	Waterford	42,860 00	12,500 00	73,841 32	17,799 05	13,440 30		1,116	9	2,578 00
Norfolk & Tilsonburg Tel. Asso. Ltd.	Mabee	5,315 00		914 83	1,541 03	503 28		250		410 00
Norland Independent Tel. Co.	Norland	1,000 00		1,000 00	96 60	18 10		20		
North Bonnechere Tel. Asso.	Renfrew			585 00	65 00	65 00		13		
North Brant Tel. Asso.	Chesley			1,500 00	277 00	20 00		39		10 00
Northcot Farmers Tel. Co.	Northcot	680 00		680 00	26 40	26 40		40		
North East Clark Tel. Line	Oak			700 00	66 00	57 00		22	1	70 00
North Easthope Municipal Tel. System	Shakespeare		19,560 00	24,880 00	3,725 75	3,716 22		367	4	784 75
North Elderslie Tel. Asso.	Dobbinton			1,749 77	268 75	268 75		35		15 00
Northern Tel. Club	Korah			958 29	91 98	31 00		14		70 25
North Huron Tel. Co. Ltd.	Wingham	20,000 00	2,024 31	23,196 88	4,910 17	3,536 53		423	8	
North Mutual Tel. Line of Caven	Bethany			551 31	17 00	17 00		17		
North Renfrew Tel. Co.	Beachburg	1,400 00		1,600 00	470 56	416 53		39	1	331 15
North Wellington Tel. Co. Ltd.	Arthur	5,290 00		6,940 00	1,781 10	1,749 30		105		58 00
Oldfields Tel. line	Dundalk	250 00		250 00	80 00	40 00		8		
Oliver Municipal Tel. Co.	Murillo	1,683 50		8,030 00	1,694 20	580 00		92	3	340 00
Omemee Tel. Co.	Peterboro	1,050 00		1,675 00	350 00	175 00		34		
Oro Tel. Co. Ltd.	Shanly Bay	4,840 00		6,000 00	1,222 35	840 00		135	2	487 00
Orr-Stienhoff Tel. Asso.	Chesley	378 06		456 60	57 22	39 03		19		
Osceola Tel. Asso.	Osceola			1,000 00				16		
Osprey Municipal Tel. System	Maxwell		7,000 00	7,004 47	325 08	245 38		122	1	200 00
Ottawa Hunt Club Tel. Asso.	Ottawa	600 00		150 00	150 00	150 00		6		
Ottawa Valley Rural Tel. Co.	Kars	1,800 00	1,300 00	1,550 00	336 00	85 00		28	1	67 00
Palace Road Mutual Tel. Asso.	Napanee				102 20			26		
Park Head Tel. Co.	Park Head			800 00	90 00	80 00		20		15 00
Park Hill Rural Tel. Asso.	Lamon Parkhill	7,092 67		7,092 67	1,546 75	519 18		146	1	341 50
Parkers Private Line	Milverton			7,000 00	1,200 00	800 00		152		400 00
Pastime Tel. Co.	Cobden			1,020 00	36 00	36 00		13		
Paul & Eckert Tel. System	Sebringville			19,900 00	3,875 00	2,180 90		245		620 91
Peerless Tel. Asso.	Woodstock	175 00		175 00	1 05	5 60		6		
Pefferlaw Private Tel. Co.	Pefferlaw			2,000 00	480 00	200 00		70	2	
Pelee Island Municipal Tel. System	Pelee Island		6,248 12	6,248 12				76		
Penhurst Tel. Asso.	Woodstock	300 00		300 00	55 82	73 23		10		
Peoples Mutual Tel. Co. Ltd.	Picton	4,200 00		5,800 00	650 00	240 00		164	2	165 00
Peoples Tel. Co. of Forest Ltd.	Forest	7,560 00		15,139 74	5,623 31	2,466 27		402	5	1,432 00
Perth & Christies Lake Tel. Asso.	Perth	1,200 00		2,000 00	700 00	700 00		57		35 00
Perreton Tel. Co.	Perreton			1,500 00	170 00	170 00		20		170 00
Pine Grove Tel. Asso.	Orillia			520 00		66 65		10		
Pine Valley & Douglas Tel. Asso.	Pine Valley			1,374 50	90 77	121 52		26		
Pioneer Rural Tel. Co. Ltd.	Thornloe	4,841 00		4,841 00	180 48	135 80		86	1	
Pioneer Tel. Asso.	Woodstock			400 00	230 00	230 00		19		
Plum Hollow & Eloida Tel. Co.	Athens	4,700 00		5,000 00	600 00	350 00		145	1	350 00

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Porcupine Tel. Co.	S. Porcupine	30,000 00		28,860 23	8,193 12	7,548 26		137	6	6,885 6
Port Hope Tel. Co. Ltd.	Clarke	7,650 00		12,634 81	2,551 81	964 00		216	2	740 00
Port Arthur Municipal Tel. Dept.	Port Arthur		194,500 00	186,666 00	42,401 31	26,711 49	2,51		40	19,117 50
Port Rowan Rural Tel. Co.	Port Rowan		145 00	300 00	356 60	356 60		60	1	200 00
Porte Tel. System	Brighton			10,500 00	1,800 00	950 00		120	3	950 00
Port Stanley Tel. Co. Ltd.	Port Stanley	610 00		700 00	427 65	394 39		44	1	15 00
Princeton & Drumbo Tel. Co. Ltd.	Princeton	20,000 00		32,000 00	6,378 00	4,156 00		500	4	900 00
Progressive Agriculture Tel. System	Sault Ste. Marie			900 00	90 00	83 76		12		
Queens Line Tel. Asso.	Queens Line	700 00		700 00	111 45	63 00		20	1	17 50
Quinlan Tel. System	Stratford	6,000 00		6,000 00	1,400 00	700 00		101		100 00
Rainy River International Tel. Co.	Rainy River	23,875 00		25,202 82	8,109 15	7,918 35	301		5	4,946 84
Rankin Tel. Co.	Rankin	2,000 00		3,200 00	475 00	175 00		39	1	
Ravenscliffe Tel. Co. Ltd.	Ravenscliffe	1,593 00		1,606 00	289 67	130 04		32		527 01
Reid Private Line	Westmeath	1,000 00		1,000 00	50 00	5 00		2		
Richards Landing Tel. Club	Richards Landing	800 00		800 00				20		
Rideau View Tel. Asso.	Rideau View			275 00	215 80	215 80		13		
Riverside Tel. Co.	Woodstock			178 00	23 77	23 77		6		
Riverdale Tel. Asso.	Napanee	300 00		300 00	62 00	52 00		10		
Rochester Municipal Tel. Asso.	South Woodslee		12,060 00	12,905 42	3,349 87	1,153 46		267	5	800 00
Roche Fendue Tel. Co.	Beachburg			749 76	64 32	64 32		17		
Rockwood & Oustic Tel. Co.	Rockwood			4,000 00	798 00	296 00		62		
Romney Tel. System	Wheatley	1,000 00		1,000 00	276 00	106 00		23		
Rosedale Rural Tel. Co.	Sydenham			400 00	30 00	30 00		8	1	24 00
Roxborough Ind. Tel. Co.	Moose Creek	6,500 00	8,000 00	10,820 07	1,439 75	774 59		180	2	656 00
Russell Tel. System	Bailieboro			2,000 00	500 00	200 00		100	1	200 00
Russell Rural Tel. Co.	Navan	2,000 00		7,000 00	2,000 00	550 00		130	1	550 00
Salem Tel. Asso.	Bowmanville			300 00	10 00	10 00		5		
Salkeld-Andrews Tel. Co.	Goderich			125 00	60 00	60 00		6		
Sandwich South Municipal Tel. System	Maidstone		10,826 80	14,235 00	1,248 25	1,890 75		253	1	917 75
Sandwich West Co-op. Tel Asso.	Canard River	2,500 00		5,000 00	1,400 00	500 00		65		300 00
Saugeen Rural Tel. Asso.	Southampton			400 00	50 12	46 94		8		
Saugeen Tel. Asso.	Hanover	250 00		250 00	15 00	25 00		6		
Scarboro Tel. Co. Ltd.	Highland Creek	8,200 00		30,000 00	3,876 20	3,876 20		425	2	1,700 00
Schomberg Tel. Co. Ltd.	Schomberg	20,550 00	5,000 00	33,950 00	3,721 04	1,258 15		253	3	908 15

Scotch Line & Micaville Tel. Asso.	Allan's Mills			1,200 00	65 00	32 00		25		18 50
Scratch & Palmer Tel. Asso.	Kingsville	200 00			35 00	35 00		7		
Section Tel. Co.	Kingsville							12		
Selby Tel. Co.	Newburgh	3,000 00								
Shamrock Tel. Line	Cresswell			366 00	65 00	54 00		14	1	
Shamrock & Renfrew Tel. Asso.	Renfrew	1,285 00						10		
Shelburne & Melancton Tel. Asso.	Shelburne			650 00	100 00	74 50		10		
Shuniah Tel. Co.	Port Arthur		12,000 00	12,100 20	700 00	237 75		70	1	237 75
Silcote Tel. Club	Woodford	2,258 90		2,183 76	126 75	133 93		28		
Sidney Bell Tel. Asso.	Belleville	700 00		700 00	563 00	501 00		50		12 50
Sitzer Tel. Co.	Milton			260 00	100 00	50 00		9		
Slate River Local Tel. System	Slate River Valley	1,554 00	3,000 00	4,200 00	1,297 74	1,168 55		60	1	581 72
Snake River Tel. Asso.	Cobden	1,776 30		1,776 30	1,038 00	869 30		42		127 20
South Bayham & Malahide Tel. Co. Ltd.	Lakeview	720 00		430 00	232 02	215 90		51	2	195 35
South Brant Rural Tel. Co.	Walkerton			1,120 00	285 00	165 00		21		35 00
South Bruce Rural Tel. Co. Ltd.	Belmore	6,495 00	12,893 43	16,899 40	3,849 71	2,158 32		327	3	1,149 27
South Colchester Tel. Asso.	Harrow	300 00		325 00	65 00	65 00		10		
South Crosby Rural Tel. Co.	Elgin	3,955 00		17,352 59	2,383 04	1,177 35		261	2	300 00
South Diagonal Tel. Co.	Cruickshank	1,040 00		1,850 00	550 00	310 00		42		50 00
Southwald & Dunwich Tel. Asso. Ltd.	Iona Station	3,690 00		5,000 00	1,200 00	700 00		225	2	500 00
South Elderslie Tel. Asso.	Chesley			1,384 97	247 60	225 30		38		25 00
South Gosfield Tel. System	Kingsville			4,112 00	1,632 00	1,104 00		126		
South Leeds & Pittsburg Tel. Co.	Gananoque	7,820 00	5,000 00	9,000 00	2,735 00	900 00		204		184 00
South Malahide Tel. Co. Ltd.	Aylmer	6,000 00		10,000 00	2,000 00	1,900 80		500	5	1,530 00
South McNaughton Tel. Asso.	Renfrew	420 00		700 00	70 00	70 00		10		
Sparta Tel. Co. Ltd.	Sparta	4,500 00		5,000 00	1,230 00	1,135 12		134	3	576 00
Springbank Tel. Co. Ltd.	Fordwich	2,030 00		3,000 00	1,089 76	806 14		109		
Spring Creek Tel. Co.	Hepworth	472 50		776 00	93 20	78 92		19		5 00
Spring Creek Tel. Asso.	Woodstock			175 00	50 00	46 75		6		
Sprague Tel. Co.	Mountain View			1,625 00	3,400 00	2,490 00		325	2	1,785 00
Stormont Tel. Co.	Aultsville	1,100 00		1,800 00	325 00	81 35		24	1	
St. Johns Tel. System	Arva			7,050 00	1,517 00	1,130 00		185	2	500 00
St. Marys Kirkton & Exeter Tel. Co.	Kirkton	18,637 50		31,131 00	7,343 15	3,812 69		640	6	2,589 18
St. Marys-Medina Tel. Co. Ltd.	St. Marys	4,630 00	1,600 00	10,028 85	2,100 28	790 66		141	4	286 44
Stratton Tel. Co.	Stratton			3,000 00	939 00	1,100 00		38		
Stroud Tel. Co. Ltd.	Stroud	7,000 00		10,000 00	500 00	450 00		148	4	500 00
St. Vincent Twp. Municipal Te. System	Meaford		16,000 00	16,000 00	3,763 20	1,962 60		241		
Swale Private Line	Wiarton	600 00		600 00	102 00	42 00		7		
Sullivan & Bentick Tel. Co.	Chesley			520 00	4 00	4 00		13		
Sullivan & Elderslie Tel. Co.	Chesley			640 00	55 00	55 00		11		
Sunderland Tel. Co. Ltd.	Sunderland	3,350 00		4,150 00	592 51	528 50		108		285 68
Sunny Valley Tel. Co.	Chatsworth			200 00	70 00	70 00		10		
Sutton & North Gwillimbury Tel. Co. Ltd.	Sutton West	2,340 00	5,000 00	4,000 00	890 00	500 00		82		15 00
Tara-Keady Tel. Co.	Tara			913 50	121 00	105 00		21		20 00
Tarbutt Municipal Tel. System	McLennan			756 06				20		
Tarentorus Tel. Co. Ltd.	Sault Ste. Marie	5,000 00		1,100 00	300 00	156 00		19		32 00
Tay Municipal Tel. System	Victoria Harbour		7,500 00	6,700 00	275 00	250 00		130	2	245 00
Temiskaming & Northern Ontario Ry. Co.	Toronto			63,000 00	3,664 96	3,860 50		33		

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Concluded.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Temiskaming Tel. Co. Ltd	New Liskeard	50,124 00	20,000 00	104,150 35	32,725 02	20,219 06		1,064	18	15,735 77
Thamesville Tel. Co. Ltd	Thamesville	7,500 00		21,124 09	6,628 08	2,914 48		380	4	1,104 00
Thedford Arkona & E. Lambton Tel. Co. Ltd	Thetford	8,360 00	1,800 00	11,727 57	3,441 80	1,901 01		217	2	939 62
Tilbury Tel. Co. Ltd	Tilbury	15,000 00	40,000 00	18,000 00	3,180 00	1,695 00		265		1,000 00
Tilbury West Municipal Tel. System	Comber		16,760 00	21,460 34	4,526 16	2,103 70		400	3	1,324 00
Todd & Darling Tel. Line	Goodwood			1,000 00	45 00	45 00		16		
Townline Brant & Elderslie Tel. Co	Chesley	434 00		434 00	70 00	70 00		14		5 00
Townline & Seventh Line Tel. Co	Beachburg			450 00	30 00	30 00		9		
Tuckersmith Municipal Tel. System	Seaforth		37,676 00	37,676 00	11,194 46	3,504 09		637		
Turners Private Line	Millbrook			6,000 00	54,00	200 00		139	1	100 00
Uhthoff Tel. Asso	Hampshire Mills			3,690 00				43		
Ungers Tel. Line	St. Williams			300 00	16 50	18 70		11		
Union Rural Tel. Asso	Cobden			800 00	60 00	60 00		20		
Union Tel. Club	Owen Sound			625 00	107 00	9 15		19		
Union Tel. Co. Ltd	Drayton	5,450 00		14,240 00	3,476 57	2,491 50		232		850 00
United Tel. Co. Ltd	Ilderton	35,000 00		32,000 00	4,675 75	2,975 65		425	4	2,260 00
Urban & Rural Tel. Co. Ltd	Bothwell	12,000 00		18,980 39	6,133 77	6,102 04		350	3	949 00
Valentia Tel. Line	Valentia			1,662 29	311 00	102 00		53	1	102 00
Violet Hill Rural Tel. Co	Violet Hill	1,800 00	2,000 00	1,700 00	532 00	198 00		38		150 00
Verner Tel. Co	Verner	300 00		300 00				12	1	18 00
Wallacetown & Lake Shore Tel. Asso. Ltd	Wallacetown	2,680 00			2,240 45	1,958 93		200	3	442 00
Walsingham Centre & Port Rowan Tel. Co	Walsingham Centre	250 00		884 00	50 00	60 00		50	2	60 00
Waterloo Municipal Tel. Asso	Preston		8,500 00	8,500 00	1,200 00	600 00		150	1	
Welland County Tel. Co. Ltd	Bridgeburg	40,000 00	15,100 00	67,717 02	11,716 58	5,952 07		883	8	1,789 69
West Flamboro Tel. Co	West Flamboro	1,200 00		1,000 00	300 00	180 00		17		25 00
West Garafraxa Tel. Co. Ltd	Belwood	1,953 80	—	2,856 06	378 51	319 59		51		18 00
Westmeath Tel. Asso	Beachburg	1,100 00		1,450 00	112 00	100 00		28		45 00
Westmeath & Seventh Line Tel. Co	Beachburg			800 00	50 00	10 00		15		
Westport Rural Tel. Co. Ltd	Westport	660 00		3,795 20	3,700 00		64	15	1	896 00
West Williams Rural Tel. Asso	Parkhill	3,952 00	4,500 00	5,752 00	1,132 00	765 00		124	1	212 00
Wheatley Tel. Co. Ltd	Wheatley	13,933 50		17,680 53	3,434 03	2,206 16		315	4	1,375 00

White Private Line	Leamington	400 00		400 00		60 00		12		
Wiarton & Lake Charles Tel. Co	North Kepple	2,000 00		3,000 00	350 00	250 00		45		
Wightman Tel. System	Clifford			11,000 00	1,650 00	1,000 00		165	3	800 00
Wigle & Wigle Line	Kingsville				72 00	72 00		12		
Willowdale Rural Tel. Co. Ltd	Hurdmans Bridge	3,020 00		2,742 93	883 00	474 00		35		154 00
Wilson Private Line	Milton			150 00	50 00	50 00		6		
Windham Tel. Co	Delhi	1,000 00		1,200 00	225 00	150 00		17		
Woodbridge & Vaughan Tel. Co. Ltd	Maple	10,000 00		26,889 00	7,209 83	4,939 43		503	4	3,020 26
Woodford Tel. Club	Woodford	1,800 00		1,800 00	200 00	150 00		24		
Woodville Glen Tel. Co	Woodville			650 00	50 00	59 00		13		
Wolford Rural Tel. Co. Ltd	Easton's Corners	3,210 00	610 00	4,050 00	250 00	250 00		69		250 00
Wolfstone Rural Tel. Asso	Cobden							16		
Wroxeter Rural Tel. Co. Ltd	Wroxeter	10,160 00		13,866 15	2,694 00	1,132 25		286	2	704 25
Yarker Rural Tel Co	Moscow			2,000 00	125 00	65 00		50	3	65 00
Yarmouth Rural Tel. Co. Ltd	New Serum	2,260 00		2,742 00	977 10	814 57		50	2	225 00
Zion Central Line	Cresswell			800 00	46 00	46 00		18	1	56 00
Zion Line Tel. Asso	Cobden	600 00		600 00	36 00	33 00		16	1	
Zorra Tel. Co. Ltd	Embro	3,620 00	1,800 00	6,750 00	1,500 00	1,250 00		130		785 55
Totals		1,694,713 01	1,390,440 24	4,250,730 45	793,154 87	545,651 4	8109,055	98,967	3,8553,101,37359	

TABLE 2.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Ontario.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
"A" Line Tel. Co.	Richards Landing						14·00				
Admaston Rural Tel. Asso.	Admaston Station						11·00				
Adelaide Tel. System	Kerrwood						125·00				
Addison, Tel. Co.	Addison						101·00				
Aldborough Farmers Tel. Asso. Ltd.	Rodney						126·00				
Alba. Tel. Asso.	Pembroke						30·00				
Albertville Tel. Co.	Kingsville						6·00				
Allenford Rural Tel. Co.	Allenford						75·00				
Algoma Central & Hudson Bay Ry. Co.	Sault Ste. Marie						209·22		493·00		
Algoma Eastern Ry. Co.	Sault Ste. Marie								172·00		
Almic Tel. Co. Tel.	Almic Harbour						205·00				
Alnwick Rural Tel. Co. Ltd.	Roseneath						30·00				
Amable Tel. System	Hepworth						9·00				
Amaranth Co-operative Tel. Asso. Ltd.	Grand Valley						40·00				
Apsley Tel. Co. Ltd.	Apsley						40·00				
Ardtrea Tel. Asso.	Ardtrea						58·00				
Arkona Warwick & Adelaide Tel. System	Arkona						175·00				
Armstrong Independent Tel. Co.	Earlton						9·00				
Arran No. I Tel Co.	Tara						56·00				
Ashgrove Rural Tel. Co.	Georgetown						2·50				
Ayr. Rural Tel. Co. Ltd.	Ayr						134·00				
Back Line Tel. Co.	Melancthon						8·00				
Balaclava Tel. Club	Balaclava						18·00				
Balderson Tel. Asso.	Balderson						30·00				
Balsam Hill Tel. Asso.	Renfrew						17·00				
Barrie-Angus Tel. Line	Barrie						24·00				
Barton & Binbrook Tel Co. Ltd.	Hamilton						261·00				
Beaver Line Tel. Co.	Oakwood						5·00				
Beaver Valley Municipal Tel. System	Thornbury	300·00							134·00		
Beatty Tel. System	Garden Hill						64·00				
Beeton Tel. Co. Ltd.	Beeton						600·00				
Belmont Co.-op. Tel. Asso.	Belmont						140·00				

Berwick Private Line	Grand Valley						28·00				
Bethel Rural Tel Asso	Dundalk						14·00				
Bethesda Mutual Tel. Co	Bowmanville						6·50				
Bethesda & Stouffville Tel. Co. Ltd	Stouffville	100·00		100·00			280·00		50·00		
*Bell Tel. Co. of Canada Ltd	Montreal			99,240·00	175,301·00	497·00	101,213·00				
Billings Mutual Tel. Co	Kagawong						21·00				
Blanchard Private Line	Cannington						9·00				
Blenheim & South Kent Tel. Co. Ltd	Blenheim	34·00					576·00				
Blind Line Tel. Co	Bayview						7·00				
Blyth Tel. Co	Blyth	7·00	1·00	117·00			591·00	9·00			
Bognor Tel. Asso	Bagnor						3·00				
Bolton Tel. Co. Ltd	Bolton			90·00			660·00				
Bond Corners Tel. System	Woodstock						2·00				
Bonsfield Private Line	Milton						1·00				
Bowesville Mutual Tel. Asso	Bowesville						7·50				
Bowman Tel. System	Elmwood	3·00					23·00				
Bracebridge & Muskoka Lakes Tel. Co. Ltd	Bracebridge						254·00	46·00			
Brigham Private Tel. Line	Allan Park						45·00				
Bromley Line Tel. Asso	Bromley Line	1·00					14·00				
Bromley Tel. Asso	Dunmore						35·00				
Bradden Tel. System	Latta						70·00				
Brooke Municipal Tel. System	Alvinston						415·00				
Brougham & Gratton Tel. Co. Ltd	Dacre						18·00				
Bruce Municipal Tel. System	Underwood	5·00	175·00				955·00	75·00	224·50		
Brussels, Morris & Grey Municipal Tel. System	Brussels	57·00		2·00			430·00				
Burgessville Tel. Co. of Ont. Ltd	Burgessville						500·00				
Burnt River Tel Co. Ltd	Burnt River						118·00				
Byron Tel. Co. Ltd	Byron						150·00				
Cadman & Milling Private Line	Napanee						9·00				
Calabogie & Renfrew Tel. Asso	Ashdad	50·00					50·00				
Cambray Tel. Union	Cambray						50·00				
Camden Independent Tel. Co	Newburgh						100·00				
Caradoc-Ekfrid Tel. Co. Ltd	Melbourne						258·87				
Canadian Machine Tel. Co. Ltd	Toronto	78·00		400·00	700·00	200·00	300·00				
Cannon Tel. Line	Sharbot Lake						30·00				
Carlsruke Tel. Co	Carlsruhe	1·00					8·00				
Central Dufferin Tel. Asso Ltd	Shelburne						19·00				
Centre Road Tel. Club	Garryowen						37·66	0·33			
Centre Thorah Tel. Asso	Beaverton						8·00				
Chamberlain Private Line	Wheatley						226·00				
Champlain Point	Orillia						2·00				
Chatsworth Rural Tel Co	Chatsworth	125·00									
Chelmsford Tel. Co	Chelmsford	10·00		1·25			44·00				
Chinquacousy Local Tel. Co	Cheltenham						94·00				
Chippawa Hill Tel. Club	Chippawa Hill						16·00				
Cochrane Tel. Co	Cobalt	14·00					134·00				
Coldstream Tel. System	Coldstream						125·00				

*Ontario only.

Statement of Miles of Wire Equipment—Urban and Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Ontario—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Coe Hill Rural Tel. Co.	Coe Hull	40·00					62·00				
Colborne Municipal Tel. Co.	Benmiller						142·00				
Colchester North Tel. System	Gesto						130·00	13·50			
Conn Tel. Co. Ltd	Conn						26·00		32·00		
Consolidated Tel. Co.	Caledon						338·00				
Coulson Tel. System	NewCastle										
Coulson-Jarratt Tel. Asso.	Jarratt						25·00				
*Crediton Rural Tel. System	Crediton						300·00				
Crews Private Tel. Line	Trenton						8·00				
Crown Hill Mutual Tel. Asso.	Barrie	8·00					22·00				
Davidson's Private Line	Nanticoke						8·00				
Davis Stock Farm Private Line	Woodstock						10·00				
Dawn Municipal Tel. System	Rutherford						134·00				
Delphi Thornbury & Clarksbury Tel. Co	Camperdown						3·00				
Derby Tel. Asso	Owen Sond						80·00				
Dercham Tel. Co. Ltd	Brownsville						240·00				
Desboro Tel. System	Desboro						50·00				
Doane Tel. Co.	Newmarket						6·00				
Dover Municipal Tel. System	Bear Line						75·00				
Dresden Rural Tel System	Dresden						430·00				·33
Drummond Centre Tel. Asso.	Perth						74·00				
Dunville Consolidated Tel. Co. Ltd	Dunville			200·00			439·00				
Dunsford Tel., Light & Power Asso.	Dunsford						127·00				
Dunwich & Dutton Tel. Asso. Ltd.	Dutton						180·00				
Durham Union Tel. Co.	Orono						200·00	1·00	1·00		
East Darlington Tel. Asso.	Bowmanville						3·00				
East Grey Tel. Co.	Markdale						10·00				
East Luther Tel. Co.	Grand Valley	12·00					60·00				
East Middlesex Tel. Co. Ltd.	Thorndale	18·00		7·00			110·00				
East Oakwood Tel. Line	Oakwood						8·00				
Eden Tel. Co.	Cambray						15·00				
Edgar Tel. Line	Bowling Green	5·00					125·00				

Edville & Dundonald Tel. Co.	Dundonald						50·00
Elderslie—Salem Tel. Asso.	Dobbinton						5·00
Eldon Union Tel. Asso.	Lorneville						16·00
Elk Lake Telegraph & Tel. Co.	Elk Lake	5·00					64·00
Elgin-Chaffey's Lock Tel. Co.	Chaffey's Lock						13·00
Ellis Rural Tel. Co.	Cannington						4·50
Enterprise Tel. Asso.	Steelton						2·50
Erie Tel. Co. Ltd.	Selkirk	74·00		10·00			874·00
Ernst Private Line	New Hamburg						250·00
Euphrasia Municipal Tel. System	Wodehouse						32·50
Excelsior Tel. Asso.	Sweaborg						16·50
Evergreen Tel. Co.	Douglas						7·00
Falkirk Tel. Co.-op. Asso.	Falkirk	2·00					78·00
Fall River Tel. Asso.	Mabely						10·00
Farmers Union Tel. Co.	Richards Landing						12·00
Fenella Rural Tel. Co. Ltd.	Fenella						26·00
Fifth Line Tel. Club	Bognor						26·00
Fingal Tel Co. Ltd	Fingal						70·00
Fingerboard Central Line	Sonya						
Floss Municipal Tel. System	Elmdale						191·00
Fordwich Rural Tel. Co. Ltd.	Fordwich						119·00
Fort William Tel. Co., Corporation of	Fort William	411·00	4,811·00	9·00	22·00		91·00
Forth Line Tel. Asso.	Perth						3·25
Fourteenth of Brant Tel. Co.	Chesley						4·75
Fraser Tel. Asso.	Woodstock						6·00
Fretts & Brisco Co.-op. Tel. Co.	Napanee						20·00
Gillies Hill Tel. Asso.	Chesley						6·00
Gillies Private Line	Tobermory						75·00
Glaister Tel. System	Wellesley	10·00		9·00			240·00
Glandine Tel. Line	Little Britain						12·00
Glasgow Tel. System	Cannamore	22·00					292·00
Glen Eden Tel. Club	Bothwells Corners						8·00
Glengarry Co.-op. Tel. Asso.	Lochiel						142·00
Gloucester Township Tel. Asso.	Carlsbad Springs						7·00
Goderich Rural Tel. Co. Ltd.	Dungannon			16·25			822·00
Goderich Township Municipal Tel. Co.	Port Hill						130·00
Gore Mutual Tel. Asso.	Harrow						3·00
Gosfield North Municipal Tel System	Cottam						105·00
Gould Tel. Line	Fenelon Falls						14·50
Goulais Bay Tel. Line	Goulais Bay						50·00
Green Hill Tel. Co.	Markdale						7·00
Greenwood Tel. Club	Steelton						3·25
Greenwood Tel. System	Sutton West						11·00
Guest Private Line	Douglas						3·00
Haldimand Rural Tel. Co. Ltd.	Grafton						78 00
Halliday Private Line	Chesley						12·00
Halton Tel. Co. Ltd.	Hornby						300·00
Haleys Station Tel. Asso.	Haley's Station						10·00
Hamilton Rural Tel. Co.	Cold Springs						50 00

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Statement of Miles of Wire Equipment—Urban and Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized.	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Ontario—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Hartley Tel. Co.	Hartley						8·00				
Harvey Municipal Tel. System	Lakehurst						34·00				
Harrietsville Tel. Asso. Ltd	Harrietsville						390 00				
Harwood Rural Tel Co	Harwood						10·00				
Hawthorn Hill Rural Tel. Co. Ltd	Palmerston						170·00				
Hay Townships Municipal Tel. System	Zurich						163·00	5·00			
Hazeldean Rural Tel. Co	Hazeldean						75·00				
Hendersons Private Tel. Line	Cannington						17·00				
Herie Tel. Line	St. Clements						9·00				
Highland Tel. Co. Ltd	Black Bank	1·50					71·00				
Highland Tel. Co	Milberta						41·00				
Hinton & Jocelyn Tel Co	Carterton						25·00				
Hoath Head & Grey Tel. Co	Hoath Head						20·00				
Hopetown Tel. Asso	Hopetown						153·00				
Horton & McNab Tel. Asso. Ltd	Lochwinnoch						65·00	1·00			
Houghton & Bayham Tel. Co. Ltd	Fairground						104·00				
Houghton Bayham & Tilsonburg Tel. Asso	Kinglake						69·50				
Houghton & South Walsingham Tel. Co.	Clear Creek						32·00				
Huntsville & Portage Tel. Line	Huntsville						51·25			10·00	
Huron & Kinloss Municipal Tel. System	Ripley						725·00		35·00		
Hyndmans Private Line	Exeter						17·00				
Ingersoll Tel. Co. Ltd	Ingersoll	250·00	2·00	212·00	31·00		2·704·00				
Ingleside Tel. Asso	Woodstock						13·00				
Innerkip Rural Tel. Co	Innerkip						500·00				
Innisfil Tel. Asso	Lefroy						72·00				
Inwood Rural Tel. Co. Ltd	Inwood	20·00	5·00	1·00			295·00				
Ivy-Thornton Tel. Co. Ltd	Ivy						40·00				
Jackson Tel. Co. Ltd	Jackson						60·00				
Johnson & Brandon Tel. Co	Cannington						5·00				
Kaladar & Northern Tel. Co	Northbrook						30·00				
Kenora, Town of Tel. System	Kenora	350·00		250·00							
Kerr Line Tel. Asso	Forresters Falls						20·00				

Keward Rural Tel. Co.	Chatsworth						11·00					
King Tel. Co. Ltd	King	13·00		25·00			187·00					
Kingston Road Rural Tel. Asso	Cobourg	2·00					9·00					
Kitley Rural Tel. Co. Ltd	New Bliss						230·00					
Korah Central Tel. Asso	Sault Ste. Marie West						12·00					
Koshee-Sparrow Lake Private Line	Sparrow Lake						9·00					
Lake of Bays & Haliburton Tel. Co. Ltd.	Dorset						52·00					
Lake Shore Mutual Tel. System	Kincardine	37·00	1·00									
Lake Simcoe Rural Tel. Co	Beaverton	·50					4·50					
Laird Mutual Tel. Asso	Bar River						86·00					
Lambton Tel. Co. Ltd	Sombra	7·00					130·00					
Lambeth Tel. Co. Ltd	Lambeth						14·00					
Lanark & Carleton Counties Tel. Co. Ltd.	Almonte						135·00					
Lanark & Ramsay Tel. Asso	Carleton Place						17·00					
Lansdowne Rural Tel. Co. Ltd	Lansdowne						300·00					
Lavant-Dalhousie Tel. Asso	Poland						90·00					
Leeds & Frontenac Rural Tel. Co. Ltd.	Seeley's Bay						425·00					
Leeds & Grenville Independent Tel. Co. Ltd	North Augusta	10·00		25·00			500·00					
Leith & Annan Tel. Club	Leith						100·00					
Lennox Tel. Co. Ltd	Gosport						80·00					
Lighting Tel. Asso	Gratton						12·00					
Little Britain Tel. Union	Little Britain						100·00					
Long Lake Rural Tel. Co	Long Lake						160·00					
Lucknow & Kinloss Tel. Asso	Holyrood						11·00					
Lyons Private Line	Markdale	1·00					7·00					
Lyndhurst Rural Tel. Co	Lyndhurst						140·00					
Lyndoch Curholme & Walsingham Centre (Curholme Div.)	Walsingham Centre						5·00					
Lyndoch Curholme & Walsingham Centre (Lyndoth Div.)	Walsingham Centre						6·00					
Madawaska Tel. Asso	Burnstown						19·75					
Maidstone Municipal Tel. System	Maidstone						165·00					
Malahide & Bayham Tel. Asso	Bayham	10·00					151·00					
Mallorytown Independent Tel. Co	Mallorytown						82·00		2·00		1·25	
Manilla Northern Tel. Co	Manilla						53·00					
Manse Grove Tel. Co	Lorneville						15·00					
Maple Grove Tel. Co	Shallow Lake						12·50					
Maple Leaf Tel. Co	Oakwood						10·00					
Maple Shade Tel. Co	Woodstock						1·75					
Mariposa Tel. Union	Oakwood						125·00					
Marmion Tel. Co	Marmion						10·00					
Martintown Tel. Co	Martintown						32·00		1·00			
Marysburgh Tel. Co	Milford						150·00					
Massey Station Tel. Co. Ltd	Spanish Mills						16·00				·50	
Matchedash Tel. System	Coldstream						17·00					
Meath Tel. Asso	Cobden						7·00	1·00				
Medonte Municipal Tel. System	Moonstone						350·00					
Meek Private Line	Port Rowan						10·00					
Metcalfe Rural Tel. Co. Ltd	Metcalfe						338·00					

Statement of Miles of Wire Equipment—Urban and Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Ontario—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Mills Tel. Co.	Thamesford						50·00				
Minto Rural Tel. Co. Ltd.	Harriston						110·00	2·00			
Mississippi Tel. Co. Ltd.	Lanark						75·00				
Molesworth Independent Tel. Co. Ltd.	Molesworth						72·00				
Monk Rural Tel. Co. Ltd.	Carp			17·00			800·00				
Monteith-Dempsey Rural Tel. Co.	Stratford										
Mono Mills Tel. Asso.	Mono Mills						100·00				
Minesing Tel. Asso.	Minesing						26·00				
Moore Municipal Tel. System	Brigden	10·00		8·50			568·00				·50
Moore & Moore Private Line	Brooklin						16·00				
Mornington & Wellesley Tel. Asso. Ltd.	Newton						160·00				
Morningstar Tel. Co.	Arkona						200·00				
Mount Albert Tel. Co. Ltd.	Mount Albert						380·00				
Mount Forest Wellington & Gray Tel. Co. Ltd.	Mount Forest						105·00				
Mount Pleasant, Tel. Co.	Castleton	10·00					176·00	4·00	15·00		
Mountrose Tel. Line	Little Britain						4·00				
Moscow Mutual Tel. Asso.	Moscow						25·00				
Murray-Brighton Tel. Co.	Wooler	20·00		10·00			300·00				
Muskoka Independent Tel. System	Huntsville						50·00				
Muskoka, Victoria & Haliburton Tel. Co. Ltd.	Uffington						23·00				
Muskoka River Tel. Co.	Alport	4·00					4·00				
Muskrat Tel. Asso.	Cobden						8·00				
Mutual Tel. Asso.	Orillia						1·50				
McEachern Private Line	Linwood						40·00				
McDonald & Rural Tel. Co.	Sylvan Valley						24·00				
McDonald Tel. Co.	Trenton						8·00				
McGillicuddy & Zavitz Tel. Co.	Watford	1·00					6·00				
McHardy Private Line	Merlin						13·50				
McKillop, Logan & Herbert Tel. Co. Ltd.	Staffa	5·00					275·00				
McKillop Tel. System	Winthrop						160·00				

McNab Tel. Asso.	Arnprior						23·00					
McPhail Private Line	Manilla						17·00					
Nelson Tel. Co. Ltd	Milton						250·00					
New California Rural Tel. Co	Kingsville						35·00					
New Dundee Rural Tel. Co. Ltd	New Dundee						230·00					
New Glasgow Tel. Co. Ltd	Rodney						170·00					
Niagara District Tel. Co. Ltd.	Jordan Station	2·00					315·00					
Nipissing Private Line	Nipissing						10·00					
Nissouri Tel. Co. Ltd	Thamesford						138·00					
Noble Tel. Line	Sutton West	·50					6·00					
Noisy River Tel. Co. Ltd	Creemore						230·00					
Norfolk County Tel. Co. Ltd	Waterford	25·00		164·00			991·00	172·00				
Norfolk & Tilsonburg Tel. Asso. Ltd	Mabee						90·00					
Norland Independent Tel. Co	Norland						26·00					
North Bonnechere Tel. Asso	Renfrew						8·00					
North Brant Tel. Asso	Chesley						15·00					
Northcot Farmers Tel. Co	Northcot						9·00					
North East Clark Tel. Line	Oak						13·00					
North Easthope Municipal Tel. System	Shakespeare	6·00					469·00		50·00			
North Elderslie Tel. Asso	Dobbinton						24·00					
Northern Tel. Club	Korah						13·50					
North Huron Tel. Co. Ltd	Wingham						266·00					
North Mutual Tel. Line of Cavan	Bethany						8·00					
North Renfrew Tel. Co	Beachburg	20·00					13·00					
North Wellington Tel. Co. Ltd	Arthur						170·00					
Oldfields Tel. Line	Dundalk						6·00					
Oliver Municipal Tel. Co	Murillo						158·00					
Omemee Tel. Co.——	Peterboro						25·00					
Oro Tel. Co. Ltd	Shanty Bay						240·50					
Orr-Stienhoff Tel. Asso	Chesley						12·25					
Osceala Tel. Asso	Cobden						8·00	8·00				
Osprey Municipal Tel. System	Maxwell						110·00					
Ottawa Hunt Club Tel. Asso	Ottawa						4·00					
Ottawa Valley Rural Tel. Co	Kars						10·00					
Palace Road Mutual Tel. Asso	Napanee						17·00					
Park Head Tel. Co	Park Head						16·00					
Park Hill Rural Tel. Asso	Parkhill						89·75					
Parkers Private Line	Milverton						65·00					
Pastime Tel. Co	Cobden						26·00					
Paul & Eckert Tel. System	Sebringville						385·00					
Peerless Tel. Asso	Woodstock						2·00					
Pefferlaw Private Tel. Co	Pefferlaw						50·00					
Pelee Island Municipal Tel. System	Pelee Island						24·00					
Penhurst Tel. Asso	Woodstock						3·00					
Peoples Mutual Tel. Co. Ltd	Picton						100·00					
Peoples Tel. Co. of Forest Ltd	Forest						420·00					
Peoples Tel. & Telegraph Co. Ltd	Maynooth											
Perth & Christies Lake Tel. Asso	Perth	35·00										
Perreton Tel.-Co	Perreton						26·00					
Pine Grove Tel. Asso	Orillia						2·00					

Statement of Miles of Wire Equipment—Urban and Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Ontario—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Pine Valley & Douglas Tel. Asso	Pine Valley						35·00				
Pioneer Rural Tel. Co. Ltd	Thornloe						85·00				
Pioneer Tel. Asso	Woodstock						6·00				
Plumb Hollow & Eloida Tel. Co	Athens			·50			14·00				
Porcupine Tel. Co	S. Porcupine	39·00		115·00			87·00	18·00			
Port Hope Tel. Co. Ltd	Clarke						308·00				
Port Arthur Municipal Tel. Dept	Port Arthur	240·00		3,000·00	2,600·00						
Port Rowan Rural Tel. Co	Port Rowan	3·75					42·00				
Porte Tel. System	Brighton					·50	120·00				
Port Stanley Tel. Co	Port Stanley	5·00	·25	·25			15·00		·25		
Princeton & Drumbo Tel. Co. Ltd	Princeton						576·00	10·00			
Professional Agriculture Tel. System	Sault Ste. Marie						7·00				
Queens Line Tel. Asso	Queens Line						9·00				
Quinlan Tel. System	Stratford						60·00				
Rainy River International Tel. Co	Rainy River	390·00	3·00	24·00			60·00				
Rankin Tel. Co	Rankin						21·00				
Ravenscliffe Tel. Co. Ltd	Ravencliffe										
Reid Private Line	Westmeath						10·00				
Richards Landing Tel. Club	Richards Landing						6·00				
Rideau View Asso	Rideau View						3·00				
Riverside Tel. Co	Woodstock	3·00					6·00				
Riverdale Tel. Asso	Napanee						3·00				
Rochester Municipal Tel. Asso	South Woodslee	5·25		2·00			170·00				
Roch Fondue Tel. Co	Beachburg						8·00				
Rockwood & Oustic Tel. Co	Rockwood						38·00				
Romney Tel. System	Wheatley						10·00				
Rosedale Rural Tel. Co	Sydenham						6·00				
Roxborough Ind. Tel. Co	Moose Creek			10·00			50·00				
Russell Tel. System	Bailieboro						50·00				
Russell Rural Tel. Co	Navan						75·00				
Salem Tel. Asso	Bowmanville						3·50				
Salkeld-Andrews Tel. Co	Goderich						2·50				
Sandwich South Municipal Tel. System	Maidstone						294·00				

Sandwich West Co-op. Tel. Asso	Canard River						50·00					
Sangeen Rural Tel. Co	Southampton						10·00					
Sangeen Tel. Asso	Hanover						8·00					
Scarboro Tel. Co. Ltd	Highland Creek						150·00					
Schomberg Tel. Co. Ltd	Schomberg	14·00	14·50				218·00					
Scotch Line & Micaville Tel Asso	Allan's Mills						25·00					
Scratch & Palmer Tel. Asso	Kingsville						2·00					
Section Tel. Co	Kingsville						2·00					
Selby Tel. Co	Newburgh											
Shamrock Tel. Line	Cresswell						7·50					
Shamrock & Renfrew Tel. Asso	Renfrew						25·00					
Shelburne & Melancton Tel. Asso	Shelburne						14·00					
Shuniah Tel. Com	Port Arthur						198·00					
Silcote Tel. Club	Woodford						73·00					
Sidney Bell Tel. Asso	Belleville						55·00					
Sitzer Tel. Co	Milton						2·50					
Slate River Local Tel. System	Slate River Valley						85·00	1·00				
Snake River Tel. Asso	Cobden						42·00					
South Bayham & Malahide Tel. Co. Ltd	Lakeview						25·00					
South Brant Rural Tel. Co	Walkerton						9·00					
South Bruce Rural Tel. Co. Ltd	Belmore						304·00					
South Colchester Tel. Asso	Harrow						2·00					
South Crosby Rural Tel. Co	Elgin	5·00		5·50			217·00					
South Diagonal Tel. Co	Cruickshank						49·00					
Southwald & Dunwich Tel. Asso. Ltd	Iona Station	5·00					107·00					
South Elderslie Tel. Asso	Chesley						25·00					
South Gosfield Tel. System	Kingsville						101·00					
South Leeds & Pittsburg Tel. Co	Gananoque						50·00					
South Malahide Tel. Co	Aylmer	100.00		1·25			250·00					
South McNaughton Tel. Asso	Renfrew						16·00					
Sparta Tel. Co	Sparta						115·00					
Springbank Tel. Co. Ltd	Fordwich						158·00					
Spring Creek Tel. Co	Hepworth						18·00					
Spring Creek Tel. Asso	Woodstock						2·00					
Sprague Tel. Co	Mountain View						500·00					
Stormont Tel. Co	Aultsville						11·00					
St. John Tel. System	Arva						174·00					
St. Marys Kirkton & Exeter Tel. Co	Kirkton						800·00					
St. Marys-Medina Tel. Co. Ltd	St. Marys						66·00					
Stratton Tel. Co	Stratton						58·00					
Stroud Tel. Co. Ltd	Stroud						119·00	1·00				
St. Vincent Twp. Municipal Tel. System	Meaford						140·00					
Swale Private Line	Wiarton	1·00					15·00					
Sullivan & Bentick Tel. Co	Chesley						22·00					
Sullivan & Elderslie Tel. Co	Chesley						14·00					
Sunderland Tel. Co. Ltd	Sunderland	6·00	1·00				72·00					
Sunny Valley Tel. Co	Chatsworth						2·50					
Sutton & North Gwillimbury Tel. Co., Ltd	Sutton West	1·00					14·00					
Tara-Keady Tel. Co	Tara						12·00					

Statement of Miles of Wire Equipment—Urban and Rural—*Concluded.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Ontario—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Tarbutt Municipal Tel. System	McLennan						14·00				
Tarentorus Tel. Co. Ltd	Sault Ste Marie						14·00				
Tay Municipal Tel. System	Victoria Harbour	10·00					90·00		15·00		
Temiskaming & Northern Ontario Ry. Company	Toronto						310·00	588·00			
Temiskaming Tel. Co. Ltd	New Liskeard	200·00		7·00			220·00				
Thamesville Tel. Co. Ltd	Thamesville	9·00	3·00	7·66			366·00	11·00			
Thedford Arkona & E. Lambton Tel. Co., Ltd	Thedford	8·00					106·00				
Tilbury Tel. Co. Ltd	Tilbury						400·00				
Tilbury West Municipal Tel. System	Comber						202·00	1.00			
Todd & Darling Tel. Line	Goodwood						30·00				
Townline Brant & Elderslie Tel. Co	Chesley						10·00				
Townline & Seventh Line Tel. Co	Beachburg						6·00				
Tuckersmith Municipal Tel. System	Seaforth						1,050·00				
Turners Private Line	Millbrook						115·00				
Uhthoff Tel. Asso	Hampshire Mills						50·00				
Ungers Tel. Line	St. Williams						7·00				
Union Rural Tel. Asso	Cobden						14·00				
Union Tel. Club	Owen Sound						12·50				
Union Tel. Co. Ltd	Drayton						300·00				
United Tel. Co. Ltd	Ilderton						250·00				
Urban & Rural Tel. Co. Ltd	Bothwell	3·00					503·00				
Valentia Tel. Line	Valentia						34·00				
Violet Hill Rural Tel. Co	Violet Hill						34·00				
Verner Tel. Co	Verner						2·00				
Wallacetown & Lake Shore Tel. Asso. Ltd	Wallacetown						50·00				
Walsingham Centre & Port Rowan Tel. Co	Walsingham Centre	1·00					12·00				
Waterloo Municipal Tel. Asso	Preston	150·00		6·00							
Welland County Tel. Co. Ltd	Bridgeburg	424·00		498·00	68·00		754·00				

West Flamboro Tel. Co.	West Flamboro						5·00					
West Garafraxa Tel. Co. Ltd	Belwood						58·00					
Westmeath Tel. Asso	Beachburg						26·00					
Westmeath & Seventh Line Tel. Co	Beachburg						7·00					
Westport Rural Tel. Co	Westport	48·00		4·00			8·00					
West Williams Rural Tel. Asso	Parkhill						145·00					
Wheatley Tel. Co. Ltd	Wheatley	5·00					295·00					
White Private Line	Leamington						3·50					
Wiarton & Lake Charles Tel. Co	North Kepple						30·00					
Wightman Tel. System	Clifford						106·00					
Wigle & Wigle Line	Kingsville						2·00					
Willowdale Rural Tel. Co. Ltd	Hurdmans Bridge						25·00					
Wilson Private Line	Milton						2·00					
Windham Tel. Co	Delhi						20·00					
Woodbridge & Vaughan Tel. Co. Ltd	Maple	25·00					400·00					
Woodford Tel. Club	Woodford						15·00					
Woodville Glen Tel. Co	Woodville						6·00					
Wolford Rural Tel. Col Ltd	Easton's Corners						49·00					
Wolfstone Rural Tel. Asso	Cobden						11·00					
Wroxeter Rural Tel. Co. Ltd	Wroxeter	5·00		11·00			232·00					
Yarker Rural Tel. Co	Moscow						25·00					
Yarmouth Rural Tel. Co. Ltd	New Scrum						35·00					
Zion Central Line	Cresswell						13·00					
Zion Line Tel. Asso	Cobden						19·00					
Zorra Tel. Co. Ltd	Embro						114·00					
Totals		3,938·00	5,016·75	104·604·66	178,722·00	697·50	151,114·25	1,633·08	573·75	10·00	3·58	

TABLE 3.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Quebec.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Arundel Tel. Co.	Arundel	3,000 00		3,000 00	1,275 00	650 00		65	2	350 00
Asbestos Tel. Co.	Asbestos	690 00		2,727 27	571 26	662 41		28	1	125 00
Ashuapmouchouan Tel. Co.	St. Prime	2,500 00		2,500 00	276 50	275 00	2	52	3	275 00
Beauce Tel. Co.	Beauceville	50,000 00		58,432 00	15,438 08	11,882 53		650	20	6,107 00
Bell Tel. Co., Ltd.	Montreal	16,482,818 10	6,649,000 00	30,881,760 65	8,267,368 00	6,354,039 00	*56,232	*9,973	*5,448	1,701,812 56
Belvidere Tel. Syndicate	Sherbrooke	250 00		250 00				5		
Bonaventure and Gaspé Tel. Co., Ltd.	Paspebiac	60,000 00	20,000 00	85,072 21	8,876 72	6,627 19		392	16	3,653 75
Brompton Paper and Pulp Co., Private Line	East Angus			4,205 10	650 00	220 00		18	3	210 00
Brompton Road Tel. Asso.	Sherbrooke			200 00	96 00			10		
Canadian Tel. Co.	Sawyerville	10,000 00		28,775 00	13,100 00	11,340 00		750	10	2,954 00
Charlevoix and Saugenay Tel. Co., Ltd.	Murray Bay	64,762 00		109,381 89	14,572 70	9,773 10		700	26	4,319 81
Chateau Richer Tel. Syndicate	Chateau Richer			300 00	120 00	75 00		13	1	25 00
Clarenceville North Tel. Co.	Clarenceville	400 00		400 00	28 00	15 40		11		
Clarenceville and Wolf Ridge Tel. Co.	Wolf Ridge			450 00	15 00	15 00		8		
Citizens Tel. Co.	Dunham			13,000 00	4,000 00	2,200 00		300	3	975 00
Conception Tel. Asso.	Conception	800 00	800 00	800 00	125 00	65 00		11		
Danis Private Line	Picardie	8,000 00		8,500 00	2,845 60	2,060 00		70	3	1,800 00
Daveluyville Tel. Co.	Daveluyville	726 37	1,950 00	2,600 00	509 65	483 22		30	8	200 00
Drummondville Tel. Co., Ltd.	Drummondville	7,400 00	7,400 00	11,384 00	5,327 00	2,907 00		160	4	1,500 00
Dupuis Private Line	Moose River	250 00		450 00	25 00	30 00		12		
Eastern Townships Tel. Co.	Sherbrooke	93,725 00	108,700 00	237,515 41	31,302 28	37,266 91		1,346	54	23,279 15
East Wakefield Tel. Co.	Poltimore	2,500 00		2,500 00	416 03	274 14		35	2	100 00
Farmers Tel. Co.	Howick	10,258 14	9,000 00	19,707 18	516 00	655 00		123	3	310 00
Farrelton Rural Tel. Co.	Farrelton	4,630 00		4,766 41	399 78	167 00		54	1	140 00
Fortierville Tel. Co.	Fortierville	900 00		900 00	180 00	39 96		13		12 00
Foster and Bondville Private Line	Foster			400 00	37 50	28 60		10		
Fitch Bay Tel. Line	Fitch Bay			1,000 00	450 00	200 00		20	1	
Garthby Local Tel. Co.	Garthby	450 00	1,588 42	2,038 42				45		45 00
Geneva Rural Tel. Asso.	Geneva	1,000 00		1,000 00	137 50	137 50		24		
Girouard Private Line	St. Barnabe	1,300 00		1,300 00	400 00	157 00		20		40 00
Graham Private Line	Buckingham	300 00		305 00	120 00	101 00		9	2	40 00
Henryville Rural Tel. Co.	Henryville	2,000 00	730 00	2,730 00	850 00	760 00		60	4	450 00
Hill Private Line	Bedford			5,152 00	2,335 00	1,465 00		222	3	1,080 00

Kamouraska Tel. Co.	Fraserville	108,750 00	90,000 00	204,572 46	20,424 68	11,579 65		1,375	66	10,214 20
Kingsey Tel. Co.	St. Felix de Kingsey	1,680 00		15,000 00	2,255 00	810 00		213	3	600 00
L'Avenir Tel. Co.	L'Avenir		1,000 00	1,900 00				24		
La Conception Tel. Co.	La Conception	800 00		800 00	200 00	85 00		11		
Lake Valley Tel. Asso.	Asbestos	509 00		700 25	75 40	75 40		14		
Laurentide Tel. Co.	Gatineau Point	2,400 00		3,500 00	365 00	150 00		36	2	100 00
La Tuque Falls Tel. Co.	La Tuque	2,250 00		3,180 00	872 64	420 07		47	1	420 00
Lake St. Jean and Chicoutimi Tel. Co.	St. Joseph d'Alma	40,000 00		40,000 00	2,500 00	2,500 00		700	35	2,500 00
Lièvre Riv. Tel. Co., Ltd.	Buckingham			29,200 00	2,984 00	1,529 00		109	4	1,074 00
Little Nation Tel. Co.	Cheneville	2,650 00	1,200 00	3,800 00	650 00	335 00		46	10	300 00
L'Epiphanie Tel. Co.	L'Epiphanie			1,500 00	180 00	93 64		23	2	64 75
Macdonell and O'Brien Tel. Line	Hervey Junction			83,852 72	3,186 99	7,094 67		52	6	3,480 00
Maniwaki Tel. Co.	Maniwaki	2,000 00		2,000 00	150 00	100 00		10	3	100 00
Maniwaki Electric Tel. Co.	Maniwaki			11,009 29	1,849 29	641 38	12	68	1	312 00
Mayo and Blanche Tel. Co., Ltd.	Blanche	1,100 00		1,560 66	285 15	112 54		14		20 00
Megantic Peoples Tel. Co.	Rectory Hill	27,600 00	6,500 00	45,000 00	7,500 00	4,500 00		650	5	5,000 00
Melbourne Ridge Tel. Co., Ltd.	Melbourne	400 00		2,100 00	495 00	265 00		34		
Morisette Tel. Co.	St. Marie de Blandford	236 50		236 50	96 00	96 00		8		35 00
Mountain View Tel. Asso.	Suffield			516 00	102 00	101 63		12		
Mount Royal Tel. Co.	St. Laurent	20,000 00		21,500 00	3,100 00	2,700 00		195	6	2,300 00
National Tel. Co.	Levis	426,000 00		611,730 81	43,677 73	42,508 82	360	1,901	106	14,900 00
Nedelac Tel. Co.	North Temiscaming	496 60		496 60	18 42	20 45		12		
Nicolet Tel. Co.	Nicolet	4,000 00		6,000 00	605 00	400 00		74	1	400 00
New London Tel. Asso.	Richmond			681 32				13		
Notre Dame de Ham Tel. Co.	Notre Dame de Ham	3,017 23	1,576 22	2,935 42	665 55	630 01		63	4	68 00
North Ham Tel. Co.	North Ham	3,160 00	6,600 00	7,570 10	100 00	100 00		165	1	750 00
Oliver's Private Tel. Line	Magog			1,000 00	10 00	10 00		10		
Oxford Tel. Co.	Sherbrooke			250 00	85 00	20 00		6		
Pike River Farmers Tel. Co.	Pike River			1,700 00	210 00	210 00		29		
Pinnacle Tel. Co.	Danville			1,400 00	232 80	214 92		33		65 00
Portneuf Tel. Co.	St. Casimir	40,700 00		51,538 52	12,075 49	6,828 51		493	4	2,500 00
Pratte Tel. Co.	St. Celestin	15,000 00		15,000 00	4,000 00	3,700 00		282	27	3,100 00
Rupert and North Wakefield Tel. Co.	North Wakefield	2,500 00		2,500 00	600 00	350 00		65	3	175 00
Saguenay and Quebec Tel. Co.	Chicoutimi	40,600 00	85,000 00	151,847 60	16,382 89	8,976 38		837	20	4,648 32
Savoie and Co. Tel. Line	Plessisville	1,500 00		1,500 00				1		
South Durham, Bethel and Davidson Hill Tel. Co.	South Durham	600 00		600 00	5 00	3 00		6		2 00
Stoke Tel. Asso.	Stoke Centre			300 00	40 00	20 00		9		
St. Camille Tel. Co.	St. Camille	2,725 00	600 00	3,325 00	200 00	200 00		95	2	200 00
Ste. Catharine and St. Joachim Tel. Co.	Catharine			4,000 00	800 00	500 00		150	12	300 00
St. Charles Private Tel. Co.	St. Charles	400 00	200 00	600 00	180 00	75 00		15	1	75 00
St. Claude Mutual Tel. Co.	St. Claude de Richmond			2,627 62	62 20	75 60		42	1	52 00
St. Gabriel de Brandon Tel. Co.	St. Gabriel de Brandon	1,200 00		3,000 00	600 00	400 00		40	1	150 00
Ste. Famille-Orleans Is. Tel. Co.	Ste. Famille			4,000 00	513 00	224 00		90	2	170 00
St. Henri de Masconde Tel. Co.	St. Henri de Masconde	500 00	500 00	500 00	180 00	155 00		15	1	72 00
Ste. Hélène de Chester Tel. Co.	Ste. Hélène de Chester	2,325 00	1,900 00	2,325 00	550 00	250 00		54	2	65 00
St. Hugues Tel. Syndicate	St. Hugues			282 00	284 00	32 20		14		
St. Julien Tel. Co.	Wolfstown	2,140 00		2,140 00	105 00	84 00		74	3	84 00
St. Luc Tel. Co.	St. Luc									

* Quebec only.

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Concluded.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Quebec—Con.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Ste. Lucie Tel. Co.	Ste. Lucie de Doncaster			454 50				4		
Ste. Madeleine Tel. Syndicate	Ste. Madeleine			228 00				9		
St. Marc Tel. Co.	St. Marc	806 00		806 00	317 80	317 80		24		
St. Maurice and Champlain Tel. Co.	Batiscan	35,200 00	49,000 00	51,259 78	4,773 44	3,568 73		225	2	
St. Norbert d'Arthabaska Tel. Co.	St. Norbert d'Arthabaska	560 00	1,410 38	1,970 38	590 00	460 00		56	6	400 00
St. Ours Tel. Co., Ltd.	St. Ours	1,750 00	6,905 00	14,227 00	6,769 85	6,589 57		81	10	1,000 00
St. Paul de Chester Tel. Co.	St. Paul de Chester	1,000 00	15,000 00	8,500 00	2,800 00	350 00		182	2	300 00
St. Philemon Tel. Co.	Berthier	7,050 00		4,000 00	832 30	679 63		45		
St. Sabastien Tel. Co.	St. Sébastien	2,520 00		4,884 71	1,080 00	415 00		102	2	415 00
St. Sabine d'Iberville Tel. Co.	St. Sabine d'Iberville	9,111 00		9,111 00	633 30	633 30		122		
St. Zépherin Tel. Co.	St. Zépherin	1,300 00		1,300 00	850 00	225 00		22	4	175 00
Tipping Private Line	Clarenceville	5,000 00		8,000 00	950 00	200 00		20	3	
Tourist and River du Loup Falls Tel. Ass.	St. Paulin	10,500 00		10,500 00	2,454 56	1,098 00		125	3	
Valcourt Tel. Co.	Valcourt	3,000 00		3,000 00	450 00	150 00		31	1	150 00
Vale Perkins and Mansonville Line	Vale Perkins			300 00	60 00	27 50		5		
Wakefield and Masham Tel. Co.	Masham Mills	3,200 00		4,000 00	880 00	500 00		68	4	300 00
Weedon Tel. Co.	Weedon Station	1,800 00	1,800 00	1,800 00	175 00	155 00		35	2	155 00
Woburn Tel. Co.	Woburn			1,700 00	346 00	270 00		9	1	60 00
Wotton Tel. Co.	Wotton			2,000 00	375 00	375 00		152	2	175 00
Wright and Pontiac Tel. Co.	Heyworth	4,358 60	1,000 00	5,694 69	726 57	585 40		57	2	275 00
Yamaska Tel. Co.	St. Guillaume	4,000 00		7,068 18	937 88	787 97		84	6	737 50
Total		17,670,165 54	7,069,360 02	33,002,264 17	8,529,391 71	6,562,558 00	56,606	25,307	6,009	1,808,978 54

Table 4.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	Urban.					Rural.				
		Galvanized.	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Quebec.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Arundel Tel. Co	Arundel						60·00				
Asbestos Tel. Co	Asbestos						4·00				
Ashuapmouchouan Tel. Co	St. Prime						123·00				
Beauce Tel. Co	Beauceville	161·00	37·00				140·00				
*Bell Tel. Co., Ltd	Montreal			35,697·00	112,212·00	186·00	32,547·00				
Belvidere Tel. Syndicate	Sherbrooke						4·00				
Bonaventure & Gaspe Tel. Co	Paspebiac	308·00	21·00	24·00		1·50	390·00	390·00			
Brompton Paper & Pulp Co., Private Line	East Angus						130 00				
Brompton Road Tel. Asso	Sherbrooke						4·00				
Canadian Tel. Co	Sawyerville	250·00		50·00			900·00				
Charlevoix & Saguenay Tel. Co. Ltd	Murray Bay						1,500·00	264·00	500·00		5·00
Chateau Richer Tel. Syndicate	Chateau Richer						2·50				
Clarenceville North Tel. Co	Clarenceville						3·00				
Clarenceville & Wolf Ridge Tel. Co	Wolf Ridge						6·00				
Citizens Tel. Co	Dunham						300·00		25·00		
Conception Tel. Asso	Conception						5·00				
Danis Private Line	Picardie	10·00					110·00				
Davelwyville Tel. Co	Davelwyville	18·00					62·00				
Drummondville Tel. Co., Ltd	Drummondville	68·00					20·00				
Dupuis Private Line	Moose River						3·50				
Eastern Township Tel. Co	Sherbrooke	447·00	67·00	994·00	36·00		917·00	26·00			
East Wakefield Tel. Co	Poltimore						34·00				
Farmers' Tel. Co	Howick			190·00			366·00	33·00			
Farrelton Rural Tel. Co	Farrelton						50·00				
Fortierville Tel. Co	Fortierville						11·00				
Foster & Bondville Private Line	Foster						3·75	0·25			
Fitch Bay Tel. Line	Fitch Bay						25·00				
Garthby Local Tel. Co	Garthby						42·00				
Geneva Rural Tel. Asso	Geneva						24·00				
Girouard Private Line	St. Barnabe						34·00				
Graham Private Line	Buckingham						2·50				

*Quebec wire mileage only.

Statement of Miles of Wire Equipment—Urban and Rural—*Concluded.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Quebec—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Henryville Rural Tel. Co.	Henryville	3·50					41·00				
Hill Private Line	Bedford						200·00				
Kamouraska Tel. Co.	Fraserville	1,920·00	130·00				1,600·00		800·00		
Kingsey Tel. Co.	St. Felix de Kingsey	200·00					600·00				
L'Avenir Tel. Co.	L'Avenir						15·00				
La Conception Tel. Co.	La Conception						12·00				
Lake Valley Tel. Asso.	Asbestos						6·00				
Laurentide Tel. Co.	Gatineau Point	3·00					24·00				
La Tuque Falls Tel. Co.	La Tuque						12·00	1·50			
Lake St. Jean & Chicoutimi	St. Joseph d'Alma						700·00				
Lievre River Tel. Co., Ltd	Buckingham						159·00	92·00			
Little Nation Tel. Co.	Cheneville	43·00					2·00				
L'Epiphanie Tel. Co.	L'Epiphanie						12·00				
Macdonell & O'Brine Tel. Line	Hervey Junction						243·00				
Maniwaki Tel. Co.	Maniwaki	5·00					17·00				
Maniwaki Electric Tel. Co.	Maniwaki						282·00				
Mayo & Blanch Tel. Co., Ltd	Blanche						28·00				
Megantic Peoples Tel. Co.	Rectory Hill						665·00				
Melbourne Ridge Tel. Co., Ltd	Melbourne						16·00				
Morisette Tel. Co.	St. Marie de Blandford	3·00					7·00				
Mountain View Tel. Asso.	Suffield						10·00				
Mount Royal Tel. Co.	St. Laurent	80·00		30·00			32·00				
National Tel. Co.	Levis	854·00					3,421·00		600 00	75·00	
Nedelac Tel. Co.	North Temiscaming						6·00				
Nicolet Tel. Co.	Nicolet	2·00		20·00			4·00				
New Loudon Tel. Asso.	Richmond						10·00				
Notre Dame de Ham Tel. Co.	Notre Dame de Ham						16·00				
North Ham Tel. Co.	North Ham						225·00				
Oliver's Private Tel. Line	Magog						12·00				
Oxford Tel. Co.	Sherbrooke						6·00				
Pike River Farmers' Tel. Co.	Pike River						17·00				
Pinnacle Tel. Co.	Danville						35·00				

Portneuf Tel. Co	St. Casimir						200·00					
Pratte Tel. Co	St. Celestin						164·00					
Rupert & North Wakefield Tel. Co	North Wakefield						32·00					
Saguenay & Quebec Tel. Co	Chicoutimi	392·00	184·00	128·00			479·00	180·00				
Savoie & Co. Tel. Line	Plessisville						12·00					
South Durham, Bethel & Davidson Hill Tel. Co	South Durham						8·50					
Stoke Tel. Asso	Stoke Centre						9·50	1·50				
St. Camille Tel. Co	St. Camille	8·00					17·00					
St. Catherine & St. Joachim Tel. Co	St. Catherine						140·00					
St. Charles Private Tel. Co	St. Charles						3·00					
St. Claud, Mutual Tel. Co	St. Claude de Richmon						40·00					
St. Gabriel de Brandon Tel. Co	St. Gabriel de Brandon	10·00					20·00					
St. Famille Orleans Is. Tel. Co	St. Famille						52·00					
St. Henri de Masconde Tel. Co	St. Henri de Masconde						3·00					
St. Helene de Chester Tel. Co	St. Helene de Chester						16·00					
St. Hugues Tel. Syndicate	St. Hugues						14·00					
St. Julien de Wolfstown Tel. Co	Wolfstown	5·00					20·00					
St. Luc Tel. Co	St. Luc											
St. Lucie Tel. Co	St. Lucie de Doncaster						18·00					
St. Madeline Tel. Syndicate	St. Madeline						9·00					
St. Marc Tel. Co	St. Marc						20·00					
St. Maurice & Champlain Tel. Co	Batiscan	200·00					191·00	15·00	47·00			
St. Norbert d'Arthabaska Tel. Co	St. Norbert d'Arthabaska						14·00					
St. Ours Tel. Co., Ltd	St. Ours	50·00					200·00		1·50		2·00	
St. Paul de Chester Tel. Co	St. Paul de Chester						40·00					
St. Philemon Tel. Co	Berthier	54·00					26·00					
St. Sebastien Tel. Co	St. Sebastien	15·00					42·00					
St. Sabine d'Iberville	St. Sabine d'Iberville						71·00					
St. Zepherin Tel. Co	St. Zepherin						30·00					
Tipping Private Line	Clarenceville	13·00					9·00					
Tourist & River du Loup Falls Tel. Asso	St. Paulin	255·00					368·00		2·00	3·00		
Valcourt Tel. Co	Valcourt						30·00					
Vale Perkins & Mansonville Line	Vale Perkins						7·00					
Wakefield & Masham Tel. Co	Masham Mills						42·00					
Weedon Tel. Co	Weedon Station	1·00					8·50					
Woburn Tel. Co	Woburn	18·00					6·00					
Wotton Tel. Co	Wotton	30·00		·50			80·00					
Wright & Pontiac Tel. Co	Heyworth						36·00					
Yamaska Tel. Co	St. Guillaume	85·00					30·00					
Totals		5,511·50	439·00	37,133·50	112,248·00	187·50	48,765·75	1,003·25	1,975·50	78·00	7·00	

TABLE 5.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Saskatchewan.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Abbotsford R. Tel. Co.	Wolseley	6,675 00		5,073 80				39		
Aberdeen R. Tel. Co.	Aberdeen	1,050 00			160 50	71 80		13		
Aberdeen S. Eastern R. Tel. Co.	Aberdeen	1,375 00		1,200 00				11		
Adelaide R. Tel. Co.	Rouleau	2,000 00		2,312 62	280 00	59 10		24		
Alameda R. Tel. Co.	Alameda	6,925 72		6,900 00	1,841 55	1,584 45		75		
Alameda Lumber Co.	Alameda	20,000 00		1,301 88	4,121 00	200 00		24		
Allan R. Tel. Co.	Allan	10,300 00		10,170 60	1,487 00	11 20		106		
Allindale R. Tel. Co.	Sintaluta	1,908 00		1,844 70	128 00	114 00		18		
Ambassador R. Tel. Co.	Nakomis	1,460 00		1,530 00				14		
Arat R. Tel. Co.	Regina	1,750 00		1,650 00				10		
Arm River R. Tel. Co.	Davidson	2,000 00		2,030 68	169 00	145 87		20		
Arcadia R. Tel. Co.	Indian Head	2,850 00		2,310 00				19		
Argyle R. Tel. Co.	Craik	1,700 00		2,119 42	5 90	103 00		17		
Arm R. Tel. Co.	Craik	1,300 00		1,073 00	8 00	8 00		13		
Ardath R. Tel. Co.	Ardath	2,750 00		3,210 27	212 05	212 05		26		
Asquith R. Tel. Co.	Asquith	2,550 00		1,895 00				21		
Audrey R. Tel. Co.	Carievale	1,525 00		1,381 77	85 00			15		
Avonhurst R. Tel. Co.	Edgeley	4,725 32		5,250 00				26		
Abernethey Municipal Tel. Co.	Abernethey		2,500 00	3,500 00	900 00	590 00		45		
Baring R. Tel. Co.	Baring	1,875 00						15		
Balcarres South R. Tel. Co.	Balcarres	3,560 00			210 00	210 00		31		
Balcarres North R. Tel. Co.	Balcarres	875 00		873 00	70 00	6 25		7		
Balcarres West R. Tel. Co.	Balcarres	1,250 00		1,005 60	34 00	24 55		10		
Bellevue R. Tel. Co.	Rouleau	1,500 00						11		
Benson R. Tel. Co.	Estevan	5,400 00		5,850 00	222 05	222 05		43		
Beverley R. Tel. Co.	Beverley	1,035 00		1,040 00				11		
Beaver Creek R. Tel. Co.	Hanley	1,425 00		1,050 00				11		
Belbeck R. Tel. Co.	Belbeck	3,875 00		3,685 37	298 70	181 62		31		
Bee Line R. Tel. Co.	Abernethy	1,175 00		913 00				8		
Bloomenfeldt R. Tel. Co.	Sedley	3,875 00		4,173 75				34		
Bode R. Tel. Co.	Swift Current	2,240 00		2,119 58	142 48	142 48		16		
Boggy Creek R. Tel Co.	Lumsden	2,750 00		2,750 00	213 00			25		
Bonnie Blink R. Tel. Co.	Pense	1,200 00		1,025 00				12		

Boharm West R. Tel. Co	Boharm	2,400 00		2,200 50	24 60	24 60		19	
Breadablane R. Tel. Co	Caron	3,625 00		2,914 74				29	
Brookdale R. Tel. Co	Moose Jaw	1,125 00		1,405 00				9	
Broderick R. Tel. Co	Broderick	5,075 00		7,009 00	1,525 65	1,088 90		60	
Broadway R. Tel. Co	Belle Plaine	1,100 00		1,078 39	14 10	12 70		12	
Brownlee & Avonmore R. Tel. Co	Brownlee	1,900 00		1,957 06	6 10	81 70		19	
Brownlee, Lake Valley & Eskbank R.Tel Co	Brownlee	2,475 00		2,800 00	414 00	150 00		23	
Brownhill R. Tel. Co	Grenfell	2,725 00		2,443 60	98 00	98 00		21	
Brooklyn R. Tel. Co	Tate	2,500 00		2,800 00				19	
Browning R. Tel. Co	Arcola	2,814 00		4,042 05	550 00	536 00		25	
Bredenbury R. Tel. Co	Bredenbury	450 00		480 89	27 00			4	
Buffalo Plains R. Tel. Co	Windthorst	3,025 00		3,504 80	480 00	63 95		24	
Buffalo Head R. Tel. Co	Arcola	3,750 00		3,602 33	575 00	504 00		28	
Buffalo Lake R. Tel. Co	Tuxford	3,500 00		3,381 38	484 96	484 96		27	
Buffalo Hill R. Tel. Co	Southey	1,725 00		2,650 00	285 00	88 70		19	
Buck Lake Farmers Mutual Tel. Co	Milestone	1,150 00		1,018 00	286 90	286 90		19	
Balcarres Municipal Tel. Co	Balcarres		3,500 00	4,000 00	1,107 50	678 27		54	
Candiac R. Tel. Co	Candiac	4,250 00		3,970 29				38	
Caron R. Tel. Co	Caron	5,125 00		5,002 24				44	
Capital R. Tel. Co	Regina	1,200 00		819 28				8	
Carmel R. Tel. Co	Moose Jaw	1,750 00		1,481 21	137 50	137 50		14	
Carievale Tel. Co	Carievale	2,450 00		2,755 00	1,412 84	1,238 92		46	
Central R. Tel. Co	Regina	1,200 00		1,282 19	150 00	80 00		10	
Chickney R. Tel. Co	Abernethy	975 00		758 30	57 00	57 00		8	
Chester R. Tel. Co	Moose Jaw	3,600 00		3,600 00	333 00	13 00		33	
Cheviot R. Tel. Co	Cheviot	1,000 00		1,150 00				10	
Clear Springs R. Tel. Co	Lobethal	625 00		223 45				4	
Clyde Tel. Co	North Portal	3,000 00		600 00	300 00	200 00		15	
Condie R. Tel. Co	Condie	1,475 00			300 00	200 00		20	
Corinne R. Tel. Co	Milestone	3,375 00		3,375 00	60,75	62,75		45	
Cory R. Tel. Co	Saskatoon	2,900 00		3,358 75	198 15	198 15		29	
Coldstream R. Tel. Co	Regina	1,250 00		1,347 46	114 00	15 95		10	
Coulee View R. Tel. Co	G. Coulee	1,200 00		1,050 00	110 00	110 00		12	
Conquest R. Tel. Co	Conquest	2,100 00		1,716 00				18	
Cobourg R. Tel. Co	Moose Jaw	800 00		800 00	60 00	51 00		6	
Colfax R. Tel. Co	Colfax	875 00		875 00				8	
Coulee R. Tel. Co	Pense	1,300 00		1,250 00	238 30	60 00		13	
Creelman R. Tel. Co	Creelman	5,925 00		5,925 00	2,000 00	591 00		80	
Cupar R. Tel. Co	Cupar	800 00		702 71				8	
Carnduff Municipal Tel. Co	Carnduff		5,777 46	4,395 37	2,338 60	1,145 45		75	
Davis R. Tel. Co	Davis	1,200 00						12	
Davidson Western R. Tel. Co	Davidson	1,200 00		1,200 00	200 00	60 00		11	
Dairy R. Line	Battleford	500 00		500 00	25 00	25 00		5	
Dalesboro R. Tel. Co	Dalesboro	1,350 00						12	
Dalmeney R. Tel. Co	Dalemeny	5,100 00		5,273 95	435 00	317 15		73	
Dee R. Tel. Co	Abernethy	375 00		360 00	25 00			5	
Dewdney R. Tel. Co	Regina	825 00		825 10				11	
Dewey R. Tel. Co	Macoun	1,900 00		1,633 15		28 55		28	
Deveron R. Tel. Co	Deveron	1,700 00		1,700 00	85 00	85 00		17	

Name of Company	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central	Magneto	No.	Amount.
Saskatchewan—Con.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Doukhobor Tel. Co	Veregin	5,000 00		5,000 00	435 00	435 00				
Dundurn Tel. Co	Dundurn	2,500 00		2,908 24	1,687 20	1,226 09		51		
Dundurn R. Line	Dundurn	2,575 00		5,335 03	524 34	541 53		49		
Dubuc R. Tel. Co	Dubuc	2,425 00		2,375 00				23		
Duff R. Tel. Co	Duff	2,050 00		2,050 00	140 00	140 00		14		
Duval & Long Lake R. Tel. Co	Duval	3,575 00		3,600 00	100 00	70 00		27		
Drinkwater & Briercrest R. Tel. Co	Drinkwater	1,000 00		1,660 34	450 00	444 50		13		
East Carlyle R. Tel. Co	Carlyle	1,000 00		1,000 00	192 00	64 80		8		
Empire R. Tel. Co	Carievale	1,400 00		1,060 60	76 00	66 75		14		
Elgin R. Tel. Co	Moosomin	600 00		600 00	108 00	66 55		9		
Edgeley R. Tel. Co	Qu'Appelle	4,025 00		3,604 00	183 60	134 65		28		
Edzell R. Tel. Co	Saskatoon	4,800 00		4,351 58	330 00	320 00		33		
Eastview R. Tel. Co	Eastview	2,400 00		1,552 25	26 00	33 80		13		
Ellisboro R. Tel. Co	Ellisboro	3,725 00		3,665 00	300 00	224 00		33		
East Weyburn R. Tel. Co	Weyburn	500 00		519 60	25 00			5		
Elstow Tel. Co	Elstow	6,600 00		9,496 96	286 25	872 00		63		
East Fillmore R. Tel. Co	Fillmore	1,250 00		1,660 00	260 00	100 00		13		
East Line R. Tel. Co	Abernethy	1,350 00		1,073 60	275 10	36 00		9		
Elim R. Tel. Co	Rocanville	1,600 00		1,600 00				16		
Ellsworth R. Tel. Co	Macoun	1,500 00		1,626 30				15		
East Halbrite R. Tel. Co	Halbrite	3,000 00		3,120 00				18		
Elmore R. Tel. Co	Gainsboro	5,475 00		5,750 00				75		
Elstow R. Tel. Co	Elstow	1,600 00		1,400 17	138 45	60 75		14		
Fish Creek R. Tel. Co	Aberdeen	1,125 00		1,025 00				9		
Farewell R. Tel. Co	Tuxford	1,125 00		1,167 99				9		
Foster R. Tel. Co	Abernethy	2,400 00		2,400 00	234 00	106 00		21		
Farmers R. Tel. Co	Herbert	2,125 00						59		
Fair Play R. Tel. Co	Indian Head	1,625 00		1,547 57	234,00	178 55		13		
Foam Lake R. Tel. Co	Foam Lake	550 00		750 00				15		
Foxleigh R. Tel. Co	Foxleigh	2,600 00		2,780 00	208 00	144 00		13		
Fairview R. Tel. Co	Regina	900 00		968 07	112 00	90 00		11		
Francis North R. Tel. Line	Francis	3,375 00		2,920 83	383 00	234 50		26		
Fleming South R. Tel. Co	Fleming	2,975 00		3,010 00	879 70	508 91		29		

Fertile Valley R. Tel. Co.	Conquest	3,550 00		2,460 00			31
Forest R. Tel. Co.	Lumsden	3,245 00		3,200 00	343 00	343 00	32
Fleming North R. Tel. Co.	Fleming	1,950 00		1,920 00	384 00	170 00	24
Fletwode R. Tel. Co.	Fletwoode	3,175 00		3,258 54	63 30	146 84	18
Florence R. Tel. Co.	Carnduff	3,000 00		2,745 00	172 50	172 50	30
Farmington R. Tel. Co.	Hanley	1,125 00		1,200 00	176 00	60 00	11
Ferndale R. Tel. Co.	Welwyn	1,505 00		1,800 00			17
Francis R. Tel. Co.	Francis	3,100 00		2,891 60	172 00	172 00	24
Fairlight R. Tel. Co.	Fairlight	4,012 50		4,037 50	80 25	71 30	33
Fairmede R. Tel. Co.	Earlswood	3,500 00		3,300 00			24
Fleming Tel. Co.	Fleming	1,400 00		2,195 50	1,005 05	673 82	30
Fort Pelly Tel. Asso.	Pelly	695 00			65 00	65 00	10
Fairlight Village Tel. System	Fairlight	750 00		812 30	56 75	56 75	14
Farmers N. E. Milestone Te. Co.	Milestone	950 00		965 00	193 80	193 80	19
Gainsboro Municipal Tel. Co.	Gainsboro		3,300 00	3,300 00	1,038 00	854 55	35
Grand Prairie R. Tel. Co.	Eyebrow	1,575 00		1,778 82			20
Golden Flat R. Tel. Co.	Drinkwater	2,810 00		3,855 65			13
Greendale R. Tel. Co.	Moose Jaw	1,000 00		1,200 00			7
Grangers R. Tel. Co.	Delisle	1,700 00					17
Grassmere R. Tel. Co.	Qu'Appelle	1,200 00		1,450 00	320 00	35 00	14
Graytown R. Tel. Co.	Windthorst	2,525 00		2,992 64			21
Greenfell R. Tel. Co.	Grenfell	2,175 00		2,093 15	260 85	260 85	20
Glenside R. Tel. Co.	Glenside	2,600 00		2,521 00	390 00	385 45	16
Glen Ewen R. Tel. Co.	Glen Ewen	9,200 00		11,339 00	1,684 00	1,170 00	80
Golden West R. Tel. Co.	Ardath	1,225 00		1,369 00			20
Grand View R. Tel. Co.	Moose Jaw	1,000 00		900 00			5
Govan R. Tel. Co.	Govan	10,000 00		12,253 35	2,325 00	1,900 00	82
Grey Milestone R. Tel. Co.	Milestone	2,100 00		2,329 00	675 20	675 20	30
Govan Tel. Co.	Govan	600 00		4,500 00	450 00		55
Glen Ewen Tel. Co.	Glen Ewen	825 00		900 00	486 00	270 30	22
Hepworth R. Tel. Co.	Hepworth	5,700 00		5,155 61	335 00	335 00	67
Hayes R. Tel. Co.	Nokomis	800 00		800 00			8
Highview R. Tel. Co.	Dumas	2,325 00		3,404 85	50 00	50 00	27
Hazelcliffe R. Tel. Co.	Hazelcliffe	950 00					11
Hursh R. Tel. Co.	Macoun	800 00		783 31	124 70	32 86	8
Hay Creek R. Tel. Co.	Maple Creek	950 00		925 00	12 00	66 00	8
Huron-Clinton R. Tel. Co.	Tuxford	3,500 00		3,200 00	410 00	410 00	26
Heil's Lake R. Tel. Co.	Lemberg	2,125 00		1,962 59			18
Huronville Farmers R. Tel. Co.	Huronville	3,675 00		3,521 65	620 00	300 10	31
Hill Farm R. Tel. Co.	Lemberg	3,860 00		4,262 11			31
Holdonian R. Tel. Co.	Francis	1,125 00		1,100 00			9
Heward R. Tel. Co.	Heward	3,850 00		3,943 65			38
Hanley R. Tel. Co.	Hanley	2,250 00					25
Imperial R. Tel. Co.	Imperial	9,275 00		9,350 00			86
Inglewood R. Tel. Co.	Qu'Appelle	4,875 00		4,840 00			39
International R. Tel. Co.	North Portal	700 00		685 00	160 00	80 00	10
Keywest R. Tel. Co.	Ogema	4,000 00		4,044 00			41
Kenilworth R. Tel. Co.	Pense	1,200 00		1,126 00	171 40	171 40	12
Kinley R. Tel. Co.	Kinley	1,100 00		1,360 53	50 00	50 00	11
Kendalton R. Tel. Co.	Wapella	1,275 00		1,105 00	225 00	127 45	10

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Saskatchewan—Con.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Kenlis R. Tel. Co.	Kenlis	1,250 00		1,250 00	225 00	70 00		15		
Kindersley R. Tel. Co.	Kindersley	1,800 00		1,762 80		70 48		16		
King Edward R. Tel. Co.	Regina	2,075 00		1,870 00	180 00			12		
Kennedy-Highview R. Tel. Co.	Highview	1,150 00		1,178 35				9		
Laird R. Tel. Co.	Laird	6,200 00		5,340 00	717 00	717 00		70		
Lang No. 2 R. Tel. Co.	Lang	630 00		630 00	90 00	102 90		18		
Lang No. 4 R. Tel. Co.	Lang	1,470 00		1,470 00	100 80	100 80		21		
Lampman R. Tel. Co.	Lampman	1,950 00		1,874 37	74 38	74 38		15		
Lake R. Tel. Co.	Abernethy	600 00		650 00	50 00	50 00		8		
Langbank R. Tel. Co.	Langbank	3,625 00			6 00	6 00		32		
Livingstone R. Tel. Co.	Brownlee	1,350 00		1,305 20	41 00	41 00		11		
Lac Qui Parle R. Tel. Co.	Midale	10,240 00		6,600 00	850 00	500 00		70		
Lumsden Beach R. Tel. Co.	Lumsden	2,400 00		1,725 00	192 00	106 00		24		
Laura R. Tel. Co.	Laura	8,300 00		6,810 65	952 55	453 65		85		
Lang Mutual No. 5 R. Tel. Co.	Lang	1,500 00			140 00	140 00		28		
Little Bluff R. Tel. Co.	Moosomin	1,425 00		1,934 30				13		
Last Mountain R. Tel. Co.	Semans	3,475 00						25		
Lang Farmers No. 1 Tel. Co.	Lang	630 00		630 00	4 80	4 80		17		
Lorlie R. Tel. Co.	Lorlie	1,650 00		1,553 00				12		
Loretta R. Tel. Co.	Dalmeny	700 00		641 50	17 50	9 80		7		
Luton R. Tel. Co.	Dubuc	850 00		700 00				9		
Lake Centre R. Tel. Co.	Strassburg	4,600 00		3,517 92	522 00	80 00		40		
Lang No. 3 R. Tel. Co.	Lang	700 00		1,540 00				14		
Long Grade R. Tel. Co.	Milestone	780 00		732 48				13		
Lumsden Radial Tel. Co.	Lumsden	3,000 00		6,000 00	3,000 00	2,000 00		267		
Markinch R. Tel. Co.	Markinch	2,550 00		3,230 00	10 00	10 00		21		
Markinch North R. Tel. Co.	Markinch	1,600 00		1,340 00	32 00	32 00		16		
Markinch South R. Tel. Co.	Markinch	1,100 00		1,240 00				11		
Montgomery R. Tel Co.	Kennedy	700 00		497 81				5		
Mountain Side R. Tel. Co.	Strassburg	500 00		508 00				5		
MacFarlane R. Tel. Co.	Nokomis	1,200 00		1,300 00	43 35	43 35		12		
Midway R. Tel. Co.	Strassburg	1,750 00		1,580 00				14		
Melford R. Tel. Co.	Melford	2,450 00		4,388 86	854 20	223 60		26		

Maple Grove R. Tel. Co.	Cupar	1,050 00		1,086 55	30 00	30 00	10	
Meadowvale R. Tel. Co.	Saltcoats	475 00		560 48	14 52	14 52	8	
Moose Jaw Enterprise R. Tel. Co.	Moose Jaw	1,175 00		1,081 98	140 00	65 00	11	
Moosomin R. Tel. Co.	Moosomin	3,725 00		4,244 12	847 75	350 65	53	
Maple Leaf R. Tel. Co.	Tuxford	3,000 00		2,700 00	325 00	352 00	25	
Moosimin East R. Tel. Co.	Moosimin	775 00		1,100 00	160 00	156 00	10	
Moose Jaw, Granton & Blue Hills Tel. Co.	Moose Jaw	4,850 00					45	
Maple Valley R. Tel. Co.	Davidson	5,150 00		4,170 36	206 50	254 20	28	
Moose Mountain R. Tel. Co.	Areola	4,775 00		4,711 36	780 00	768 00	39	
Mount Pisgal R. Tel. Co.	Bolcarres	600 00		500 00			6	
Minnesota R. Tel. Co.	Vanscoy	1,100 00		1,546 96	256 70	127 00	21	
McGregor R. Tel. Co.	Macoun	1,300 00		1,247 94	31 95	31 95	13	
McLean R. Tel. Co.	McLean	1,450 00		1,851 55	424 00		24	
McTaggart R. Tel. Co.	McTaggart	4,825 00		4,897 00	1,234 00	1,220 00	68	
Milestone S. W. Tel. Co.	Milestone	2,070 00		2,007 30	312 90	252 56	28	
Midale Tel. Co.	Midale	1,800 00		2,316 46	907 95	909 28	27	
Maple Creek Tel. Co.	Maple Creek						139	
Milestone Farmers Tel. Co.	Milestone	1,950 00		4,005 00	839 40	1,530 00	67	
Melford Municipal Tel. Co.	Melford		9,100 00	9,100 00	2,355 00	1,508 76	112	
North Kisbey R. Tel. Co.	Kisbey	3,875 00		3,984 27	395 00	356 38	31	
Newberry R. Tel. Co.	Archive	2,750 00		2,478 00			22	
Nokomis R. Tel. Co.	Nokomis	2,000 00					20	
New Steinbach R. Tel. Co.	Aberdeen	1,500 00		1,549 35	42 36		8	
North Wideawake R. Tel. Co.	Fort Qu'Appelle	1,500 00		1,420 00			9	
North Craven R. Tel. Co.	Craven	2,500 00		2,534 51			20	
North Aberdeen R. Tel. Co.	Aberdeen	525 00		600 00	144 00	27 70	5	
Nutana R. Tel. Co.	Nutana	900 00		675 00	90 00	54 00	9	
North Halbrite R. Tel. Co.	Halbrite	3,100 00		2,847 38	185 00	92 00	27	
North Portal R. Tel. Co.	North Portal	2,275 00		2,537 99	522 00	195 45	29	
North Carievale R. Tel. Co.	Carievale	900 00		877 49			12	
N. E. Weyburn R. Tel. Co.	Weyburn	1,100 00		950 37			11	
North Weyburn R. Tel. Co.	Weyburn	3,400 00		3,419 96	300 00	104 70	32	
North Pense R. Tel. Co.	Pense	6,350 00			1,116 00		62	
North Hastings R. Tel. Co.	Moosomin	1,875 00		1,525 00	320 00		20	
North Star R. Tel. Co.	Wapella	1,375 00		1,249 00	5 40	5 40	11	
North Antler R. Tel. Co.	Gainsboro	2,300 00		2,375 00	40 00	40 00	21	
North Langham R. Tel. Co.	Langham	375 00		360 00			5	
North Regina R. Tel. Co.	Regina	525 00		646 09	112 75	112 75	7	
New Deloraine R. Tel. Co.	Davidson	2,750 00		2,700 00	493 00	176 00	23	
Overbrook R. Tel. Co.	Eyebrow	2,100 00		2,150 00			21	
Okabena R. Tel. Co.	Drinkwater	990 00		881 76	100 00	100 00	18	
Oxbow R. Tel. Co.	Oxbow	9,250 00					84	
Oxbow Tel. & Lighting Co.	Oxbow	1,975 00			2,839 75	2,818 57		
Prairie Home R. Tel. Co.	Craik	1,800 00		2,150 00	270 00	106 65	18	
Pasqua S. E., R. Tel. Co.	Pasqua	1,000 00		1,200 00			8	
Prospect R. Tel. Co.	Weyburn	1,475 00		1,100 00	50 00	50 00	10	
Pangman R. Tel. Co.	Pangman	6,425 00		7,329 80	180 00	150 00	56	
Pheasant Forks R. Tel. Co.	Lemberg	1,800 00		1,400 00	60 00	36 00	12	
Poplar Grove R. Tel. Co.	Wolesley	1,625 00		1,611 80	11 15	11 15	13	
Prarieville R. Tel. Co.	Swift Current	1,000 00		1,000 00	180 00	100 00	11	

Statement of Capital, Cost, Revenue, Operating Expensex, Number of Telephones, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Saskatchewan—Con.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Pasqua R. Tel. Co.	Pasqua	1,000 00		450 00	25 00	25 00		10		
Park R. Tel. Co.	Watrous	600 00		525 00				8		
Pheasant Plains R. Tel. Co.	Sintaluta	1,675 00		1,945 90	151 00	74 10		11		
Potter R. Tel. Co.	Tyvan	525 00		500 00				8		
Prosperity R. Tel. Co.	Prosperity	1,650 00		1,245 00				11		
Pengrath R. Tel. Co.	Pengarth	2,900 00		2,723 87	78 00	161 60		20		
Pioner R. Tel. Co.	Moose Jaw	1,100 00		110 00	143 00	116 00		11		
Prairie View R. Tel. Co.	Eyebrow	2,350 00		1,950 00				18		
Pheasant Creek R. Tel. Co.	Lemberg	2,500 00		2,354 81	234 10	95 96		22		
Pense Tel. Co.	Pense	1,575 00		2,885 00	855 00	715 00		53		
Richfarms R. Tel. Co.	Nokomis	6,125 00		5,580 00	80 00	79 00		49		
Reciprocity R. Tel. Co.	Pense	830 00		800 00				9		
Riverside R. Tel. Co.	Rouleau	525 00		800 00				11		
Riga R. Tel. Co.	Riga	1,550 00		1,700 00	240 00	150 00		12		
Rose Valley R. Tel. Co.	Indian Head	4,025 00		4,082 92	676 00	370 00		37		
Rough Bark R. Tel. Co.	Goodwater	1,875 00		1,906 00	288 00	146 52		24		
Rufus R. Tel. Co.	Pense	1,100 00		962 92	112 00	112 00		11		
Rose Plain R. Tel. Co.	Regina	3,400 00		3,400 00				12		
Regina Beach R. Tel. Co.	Lumsden	2,500 00		2,700 00	275 00	223 70		25		
Ruby R. Tel. Co.	Aylesbury	1,100 00		1,030 00	40 00			11		
Rouleau Farmers R. Tel. Co.	Rouleau	1,425 00		1,700 00	348 00	525 00		24		
Red Fox Valley R. Tel. Co.	Indian Head	3,325 00		3,065 00	190 00	90 00		19		
Regina Grand View R. Tel. Co.	Kronau	3,850 00		3,805 85	163 00	163 00		22		
Rudolph R. Tel. Co.	Rouleau	1,275 00		1,635 48	294 00	77 75		12		
Rocanville R. Tel. Co.	Rocanville	5,175 00		4,445 90	1,028 00	583 76		56		
Rosthern R. Tel. Co.	Laird	3,500 00		2,459 00				23		
Saskatchewan Government Telephones	Regina		4,306,882 34	4,306,882 34	547,229 26	364,551 57	*7,810	7,016	686	393,163 19
Sedley R. Tel. Co.	Sedley	3,525 00		3,144 63	350 00	325 00		27		
South Kisbey R. Tel. Co.	Kisbey	4,000 00		3,988 18	620 00	603 00		31		
Swift Current R. Tel. Co.	Carlyle	1,200 00		1,200 00	48 00			12		
St. Andrew R. Tel. Co.	St. Andrew	900 00		887 75	397 49	372 94		9		
Stewart Valley-Leinan R. Tel. Co.	Swift Current	2,025 00		1,868 70	115 75	115 75		12		
Sarawak R. Tel. Co.	Belle Plain	1,100 00						12		

*Including 2312 Automatic.

Sherwood R. Tel. Co.	Regina	3,500 00	3,000 00	631 71	288 95	25	
South Carievale R. Tel. Co.	Carievale	1,025 00	913 50	50 15	39 15	15	
South Regina R. Tel. Co.	Regina	1,000 00	850 00	100 00	92 50	10	
Saline R. Tel. Co.	Tate	2,250 00	2,049 18	14 10	14 10	18	
Summerhill R. Tel. Co.	Grenfell	1,125 00	1,054 52	108 00	55 00	9	
Sunny North R. Tel. Co.	Southey	1,125 00	1,023 50			9	
South Pense R. Tel. Co.	Pense	1,200 00	1,180 65	115 00	121 35	10	
Summerside R. Tel. Co.	Caron	4,537 00	4,461 00	390 00	390 00	33	
Simpson R. Tel. Co.	Simpson	4,300 00	5,484 74	840 00	573 12	42	
Sydenham R. Tel. Co.	Guernsey	2,250 00	2,300 00	337 00		19	
Saltcoats R. Tel. Co.	Saltcoats	6,575 00	8,640 00	1,066 45	868 80	85	
South Maryfield R. Tel. Co.	Maryfield	3,300 00				28	
South Carlyle R. Tel. Co.	Carlyle	1,125 00	1,032 40	123 00	112 20	8	
Silverton R. Tel. Co.	Carnduff	1,750 00	1,750 00	35 00	35 00	22	
Summerberry R. Tel. Co.	Summerberry	4,950 00	4,775 00	385 00	300 00	39	
South Antler R. Tel. Co.	Carnduff	1,100 00	1,079 80	23 30	23 30	12	
Spring Coulee R. Tel. Co.	Sintaluta	1,375 00	1,164 03	100 00	76 50	11	
Sunrise R. Tel. Co.	Grand Coulee	1,200 00	910 74	103 90	103 90	12	
Springdale R. Tel. Co.	Regina	1,725 00	1,562 52	125 00	125 00	12	
Stanley R. Tel. Co.	Moosomin	1,075 00	1,075 00	180 00		12	
Semans R. Tel. Co.	Semans	4,500 00	5,305 75	684 00	241 94	38	
Strassburg R. Tel. Co.	Strassburg	450 00	428 55	72 00	29 50	6	
Simpson West R. Tel. Co.	Simpson	3,650 00	4,200 00			21	
South Areola R. Tel. Co.	Areola	4,375 00	4,327 05	760 00	580 88	33	
Sunny Hill R. Tel. Co.	Drinkwater	2,400 00	4,300 00	565 00	220 00	27	
Stoney Beach R. Tel. Co.	Belle Plain	5,500 00	5,166 34	663 30	559 09	54	
Superior R. Tel. Co.	Swift Current	1,750 00	1,750 00	90 00	90 00	13	
Spring Brook R. Tel. Co.	Fort Qu'Appelle	1,000 00				9	
Sunny South R. Tel. Co.	Indian Head	1,050 00	1,043 32	97 55	142 24	11	
South Boharm R. Tel. Co.	Boharm	1,467 00	1,300 00			9	
South Gainsboro R. Tel. Co.	Gainsboro	2,750 00	1,185 70	20 00	180 00	28	
Sutherland R. Tel. Co.	Saskatoon	1,150 00	1,179 95	106 90	106 90	12	
Swanston R. Tel. Co.	Swanston	6,750 00	6,804 65			53	
Stoughton R. Tel. Co.	Stoughton	3,600 00	3,130 00			36	
Spring Creek-Coverdale R. Tel. Co.	Moosomin	3,600 00	3,940 90	500 00	12 50	26	
Tregarva Union R. Tel. Co.	Tregarva	3,975 00		430 00	400 00	43	
Tugaske R. Tel. Co.	Tugaske	890 00	1,602 00	126 00	126 00	18	
Tantallon R. Tel. Co.	Tantallon	2,775 00	3,205 62			30	
Teece R. Tel. Co.	Abernethy	750 00	768 95	4 05	4 05	6	
Thunder Creek R. Tel. Co.	Carievale	925 00	963 22	97 60	77 50	13	
Theodore, Springside & Beaverdale R. Tel. Co.	Springside	2,000 00				59	
Truax R. Tel. Co.	Rouleau	2,750 00				50	
Tate Tel. Co.	Tate	900 00					
Union R. Tel. Co.	Cupar	625 00	657 00			12	
Victoria R. Tel. Co.	Regina	1,125 00	1,275 00	145 00	145 00	15	
Vanscoy R. Tel. Co.	Vanscoy	1,700 00	391 03	464 40		23	
Vernon R. Tel. Co.	Moose Jaw	375 00	500 00	60 00	43 75	5	
Venn R. Tel. Co.	Venn	6,000 00	8,160 78	820 00		57	
Vibank R. Tel. Co.	Vibank	3,750 00	3,537 00			30	
View Hill R. Tel. Co.	Estevan	2,850 00	2,868 59	276 00	153 30	23	

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Concluded.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto.	No.	Amount.
Saskatchewan—Con.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Vandura R. Tel. Co.	Vandura	1,375 00						11		
Venn Tel. Co.	Venn	600 00		600 00	600 00	160 00		8		
Wheatfield R. Tel. Co.	Perdue	975 00		1,002 54	135 00	7 00		9		
Weeford R. Tel. Co.	Nokomis	1,300 00		1,462 75	86 90	86 90		13		
Wheatbelt No. 1 R. Tel. Co.	Delisle	4,400 00		5,500 00	360 00	210 00		36		
West View R. Tel. Co.	West View	4,375 00		5,162 57	25 00	25 00		34		
Weldon R. Tel. Co.	Greenfell	3,900 00		3,900 00	289 65	289 65		28		
Wilcox Mutual R. Tel. Co.	Wilcox	6,225 00		5,000 00	2,400 00	2,400 00		60		
Woodlands R. Tel. Co.	Moosomin	2,015 00		2,079 00	43 30	25 00		17		
Whitewood-St. Hubert R. Tel. Co.	Whitewood	2,600 00		2,546 10	232 45	131 45		19		
Wascana R. Tel. Co.	Lumsden	2,600 00		2,404 23	248 20	251 58		26		
Wildwood R. Tel. Co.	Carlyle	1,300 00		1,401 50	300 00	163 91		11		
Waldheim R. Tel. Co.	Waldheim	2,125 00		2,047 65	260 00	260 00		26		
Windover R. Tel. Co.	Waldheim	4,350 00		5,101 00	550 00	440 00		54		
Wilson R. Tel. Co.	Keeler	2,700 00		2,565 00				27		
Westfield R. Tel. Co.	Wolesley	2,950 00		2,215 00	146 50	146 50		23		
Watrous R. Tel. Co.	Watrous	1,200 00		1,235 00				8		
West Pioneer R. Tel. Co.	Boharm	1,650 00		1,494 20				11		
Weyburn R. Tel. Co.	Weyburn	9,375 00		9,400 00	1,500 00	1,300 00		75		
West Weyburn R. Tel. Co.	Weyburn	375 00		375 00	43 25	43 25		5		
Wheatland R. Tel. Co.	Carnduff	4,375 00		4,267 90	800 00	450 00		46		
Wheatbelt No. 2 R. Tel. Co.	Delisle	3,025 00		487 50	117 50			33		
Welwyn R. Tel. Co.	Welwyn	2,850 00		3,250 04	637 00	198 00		31		
Walla Lke R. Tel. Co.	Dundurn	1,600 00		2,400 00	450 00			12		
Wideawake R. Tel. Co.	Indian Head	4,025 00		4,350 00	394 95			39		
Willmar R. Tel. Co.	Willmar	4,750 00		4,774 37	330 00	330 00		35		
Wheat Plains R. Tel. Co.	Broderick	3,600 00		3,428 13	288 00	200 00		33		
Wheat Belt No. 3 R. Tel. Co.	Delisle	1,800 00		2,100 00				12		
Yellow Grass R. Tel. Co.	Yellow Grass	6,475 00						127		
Yorkton North R. Tel. Co.	Yorkton	4,600 00		5,490 45	860 00	171 00		43		
Yorkton R. Tel. Co.	Yorkton	8,500 00		7,949 15	840 00	140 00		84		
Totals		890,839 54	4,331,059 80	5,143,663 03	632,595 99	428,325 91	7,810	15,946	686	393,163 19

Table 6.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Saskatchewan.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Abbotsford R. Tel. Co	Wolesley						86·00				
Aberdeen R. Tel. Co	Aberdeen						39·00				
Aberdeen S. Eastern R. Tel. Co	Aberdeen						11·00				
Adelaide R. Tel. Co	Rouleau						42·00				
Alameda R. Tel. Co	Alameda						144·00				
Alameda Lumber Co	Alameda										
Allan R. Tel. Co	Allan						172·00				
Allindale R. Tel. Co	Sintaluta						36·00				
Ambassador R. Tel. Co	Nokomis						11·00				
Aiat R. Tel. Co	Regina						11·00				
Arm River R. Tel. Co	Davidson						36·00				
Arcadia R. Tel. Co	Indian Head						42·00				
Argyle R. Tel. Co	Craik						35·00				
Arm R. Tel. Co	Craik						22·50				
Ardath R. Tel. Co	Ardath						32·75				
Asquith R. Tel. Co	Asquith						48·00				
Audrey R. Tel. Co	Carievale						34·00				
Avonhurst R. Tel. Co	Edgeley						64·00				
Abernethy Municipal Tel. Co	Abernethy										
Baring R. Tel. Co	Baring						39·00				
Balcarres South R. Tel. Co	Balcarres						53·00				
Balcarres North R. Tel. Co	Balcarres						8·00				
Balcarres West R. Tel. Co	Balcares						9·50				
Bellevue R. Tel. Co	Rouleau						30·00				
Benson R. Tel. Co	Estevan						67·00				
Beverley R. Tel. Co	Beverley						9·00				
Beaver Creek R. Tel. Co	Hanley						12·00				
Belbeck R. Tel. Co	Belbeck						60·00				
Bee Line R. Tel. Co	Abernethy						9·00				
Bloomenfeldt R. Tel. Co	Sedley						60·00				
Bode R. Rel. Co	Swift Current						21·25				
Boggy Creek R. Tel. Co	Lumdsen						35·00				

Statement of Miles of Wire Equipment—Urban and Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Saskatchewan—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Bonnie Blink R. Tel. Co.	Pense						12·50				
Boharm West R. Tel. Co.	Boharm						23·75				
Breadalbane R. Tel. Co.	Caron						30·00				
Brookdale R. Tel. Co.	Moose Jaw						10·50				
Broderick R. Tel. Co.	Broderick						106·00				
Broadway R. Tel. Co.	Belle Plaine						11·00				
Brownlee & Avonmore R. Tel. Co.	Brownlee						20·00				
Brownlee, Lake Valley & Eskbank R. Tel. Co.	Brownlee						53·00				
Brownhill R. Tel. Co.	Grenfell						46·00				
Brooklyn R. Tel. Co.	Tate						48·00				
Browning R. Tel. Co.	Arcola						52·00				
Bredenburg R. Tel. Co.	Bredenburg						5·00				
Buffalo Plains R. Tel. Co.	Windthorst						53·50				
Buffalo Head R. Tel. Co.	Arcola						60·00				
Buffalo Lake R. Tel. Co.	Tuxford						33·00				
Buffalo Hill R. Tel. Co.	Southey						25·50				
Buck Lake Farmers' Mutual Tel. Co.	Milestone						18·25				
Balcarres Municipal Tel. Co.	Balcarres										
Candiac R. Tel. Co.	Candiac						62·00				
Caron R. Tel. Co.	Caron						80·50				
Capital R. Tel. Co.	Regina						8·00				
Carmel R. Tel. Co.	Moose Jaw						24·00				
Carievale Tel. Co.	Carievale			32·00							
Central R. Tel. Co.	Regina						16·50				
Chickney R. Tel. Co.	Abernethy						7·75				
Chester R. Tel. Co.	Moose Jaw						55·00				
Cheviot R. Tel. Co.	Cheviot						12·00				
Clear Springs R. Tel. Co.	Lobethal						5·50				
Clyde Tel. Co.	North Postal										
Condie R. Tel. Co.	Condie						32·00				
Corine R. Tel. Co.	Milestone						76·00				

Cory R. Tel. Co.	Saskatoon						44·00					
Coldstream R. Tel. Co.	Regina						13·00					
Coulee View R. Tel. Co.	G. Coulee						10·50					
Conquest R. Tel. Co.	Conquest						20·00					
Coburg R. Tel. Co.	Moose Jaw						6·00					
Colfax R. Tel. Co.	Colfax						7·00					
Coulee R. Tel. Co.	Pense						23·00					
Creelman R. Tel. Co.	Creelman						88·00					
Cupar R. Tel. Co.	Cupar						6·50					
Carnduff Municipal Tel. Co.	Carnduff											
Davis R. Tel. Co.	Davis						12·25					
Davidson Western R. Tel. Co.	Davidson						12·00					
Dairy R. Line	Battleford						4·50					
Dalesboro R. Tel. Co.	Dalesboro						28·00					
Dalmeney R. Tel. Co.	Dalmeney						82·50					
Dee R. Tel. Co.	Abernethey						5·00					
Dewdney R. Tel. Co.	Regina						8·00					
Dewey R. Tel. Co.	Macoun						38·00					
Deveron R. Tel. Co.	Deveron						16·00					
Doukhobor Tel. Co.	Veregin						55·00					
Dundurn Tel. Co.	Dundurn								28·00	4·00		
Dundurn R. Line	Dundurn						108·00					
Dubuc R. Tel. Co.	Dubuc						28·00					
Duff R. Tel. Co.	Duff						20·00					
Duval & Long Lake R. Tel. Co.	Duval						48·50					
Drinkwater & Briercrest R. Tel. Co.	Drinkwater						14·50					
East Carlyle R. Tel. Co.	Carlyle						11·50					
Empire R. Tel. Co.	Carivale						15·00					
Elgin R. Tel. Co.	Moosomin						5·25					
Edgeley R. Tel. Co.	Qu'Appelle						66·00					
Edzell R. Tel. Co.	Saskatoon						65·00					
Eastview R. Tel. Co.	Eastview						12·50					
Ellisboro R. Tel. Co.	Ellisboro						34·00					
East Weyburn R. Tel. Co.	Weyburn						5·00					
Elstow R. Tel. Co.	Elstow						98·50					
East Fillmore R. Tel. Co.	Fillmore						13·00					
East Line R. Tel. Co.	Abernethy						8·75					
Elim R. Tel. Co.	Rocanville						22·00					
Ellsworth R. Tel. Co.	Macoun						23·00					
East Halbrite R. Tel. Co.	Halbrite						42·00					
Elmore R. Tel. Co.	Gainsboro						126·00					
Elstow Tel. Co.	Elstow						70·00					
Fish Creek R. Tel. Co.	Aberdeen						12·00					
Farewell R. Tel. Co.	Tuxford						8·50					
Foster R. Tel. Co.	Abernethy						38·00					
Farmers' R. Tel. Co.	Herbert						100·00					
Fair Play R. Tel. Co.	Indian Head						13·00					
Foam Lake R. Tel. Co.	Foam Lake						15·00					
Foxleigh R. Tel. Co.	Foxleigh						18·00					
Fairview R. Tel. Co.	Regina						12·00					
Francis North R. Tel. Co.	Francis						44·00					

Statement of Miles of Wire Equipment—Urban and Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Saskatchewan—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Fleming South R. Tel. Co	Fleming						69·50				
Fertile Valley R. Tel. Co	Conquest						33·50				
Forest R. Tel. Co	Lumsden						90·00				
Fleming North R. Tel. Co	Fleming						40·00				
Fletewood R. Tel. Co	Fletewood						33·50				
Florence F. Tel. Co	Carnduff						30·00				
Farmington R. Tel. Co	Hanley						14·00				
Ferndale R. Tel. Co	Welwyn						18·00				
Francis R. Tel. Co	Francis						26·00				
Fairlight R. Tel. Co	Fairlight						48·00				
Fairmede R. Tel. Co	Earlswood						28·00				
Fleming Tel. Co	Fleming	10·00		1·00			120·00				
Fort Pelly	Pelly						15·50				
Fairlight Village Tel. System	Fairlight										
Farmers N.E. Milestone Tel. Co	Milestone						27·00				
Gainsboro Municipal Tel. Co	Gainsboro										
Grand Prairie R. Tel. Co	Eyebrow						16·00				
Golden Flat R. Tel. Co	Drinkwater						42·00				
Greendale R. Tel. Co	Moose Jaw						11·50				
Grangers R. Tel. Co	Delisle						30·00				
Grassmere R. Tel. Co	Qu'Appelle						13·00				
Graytown R. Tel. Co	Windthorst						37·50				
Greenfell R. Tel. Co	Greenfell						33·00				
Glenside R. Tel. Co	Glenside						36·00				
Glen Ewen R. Tel. Co	Glen Ewen						130·00				
Golden West R. Tel. Co	Ardath						9·50				
Grand View R. Tel. Co	Moose Jaw						14·50				
Govan R. Tel. Co	Govan						148·25				
Grey Milestone R. Tel. Co	Milestone						42·00				
Govan Tel. Co	Govan		2·50	1·50			2·13				
Glen Ewen Tel. Co	Glen Ewen	10·00					312·00				
Hepworth R. Tel. Co	Hepworth						122·00				

Hayes R. Tel. Co.	Nokomis						7·25
Highview R. Tel. Co.	Dumas						44·00
Hazelcliffe R. Tel. Co.	Hazelcliffe						13·00
Hursh R. Tel. Co.	Macoun						9·50
Hay Creek R. Tel. Co.	Maple Creek						15·00
Huron-Clinton R. Tel. Co.	Tuxford						54·00
Heil's Lake R. Tel. Co.	Lemberg						34·00
Huronville Farmers' Tel. Co.	Huronville						55·50
Hill Farm R. Tel. Co.	Lemberg						79·00
Holdonian R. Tel. Co.	Francis						9·00
Heward R. Tel. Co.	Heward						54·00
Hanley R. Tel. Co.	Hanley						44·00
Imperial R. Tel. Co.	Imperial						160·00
Inglewood R. Tel. Co.	Qu'Appelle						69·00
International R. Tel. Co.	North Portal						11·00
Keywest R. Tel. Co.	Ogema						54·00
Kenilworth R. Tel. Co.	Pense						12·00
Kinley R. Tel. Co.	Kinley						12·00
Kendalton R. Tel. Co.	Wapella						8·00
Kenlis R. Tel. Co.	Kenlis						16·00
Kindersley R. Tel. Co.	Kindersley						20·25
King Edward R. Tel. Co.	Regina						16·50
Kennedy-Highview R. Tel. Co.	Highview						16·00
Laird R. Tel. Co.	Laird						98·00
Lang No. 2 R. Tel. Co.	Lang						24·00
Lang No. 4 R. Tel. Co.	Lang						36·00
Lampman R. Tel. Co.	Lampman						28·00
Lake R. Tel. Co.	Abernethy						7·00
Langbank R. Tel. Co.	Langbank						44·00
Livingstone R. Tel. Co.	Brownlee						12·00
Lac Qui Parle R. Tel. Co.	Midale						132·00
Lumsden Beach R. Tel. Co.	Lumsden						36·00
Laura R. Tel. Co.	Laura						126·00
Lang Mutual No. 5 R. Tel. Co.	Lang						53·50
Little Bluff R. Tel Co.	Moosomin						28·00
Last Mountain R. Tel. Co.	Semans						60·00
Lang Farmers' No. 1 Tel. Co.	Lang						32·00
Lorlie R. Rel. Co.	Lorlie						16·00
Loretta R. Tel. Co.	Dalmeny						6·75
Luton R. Tel. Co.	Dubue						9·00
Lake Centre R. Tel. Co.	Strassburg						52·50
Lang No. 3 R. Tel. Co.	Lang						12·00
Long Grade R. Tel. Co.	Milestone						19·00
Lumsden Radial Tel. Co.	Lumsden	1·00		50·00			
Markinch R. Tel. Co.	Markinch						39·00
Markinch North R. Tel. Co.	Markinch						26·00
Markinch South R. Tel.Co.	Markinch						11·50
Montgomery R. Tel. Co.	Kennedy						8·50
Mountain Side R. Tel. Co.	Strassburg						6·75
McFarlane R. Tel. Co.	Nokomis						15·00
Midway R. Tel. Co.	Strassburg						14·50

Statement of Miles of Wire Equipment—Urban and Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Saskatchewan—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Melford R. Tel. Co.	Melford						65·50				
Maple Grove R. Tel. Co.	Cupar						11·00				
Meadowvale R. Tel. Co.	Saltcoats						10·00				
Moose Jaw—Enterprise R. Tel. Co.	Moose Jaw						9·00				
Moosomin R. Tel. Co.	Moosomin						69·50				
Maple Leaf R. Tel. Co.	Tuxford						45·00				
Moosomin East R. Tel. Co.	Moosomin						11·00				
Moose Jaw, Granton & Blue Hills Tel. Co.	Moose Jaw						75·00				
Maple Valley R. Tel. Co.	Davidson						66·75				
Moose Mountain R. Tel. Co.	Arcola						82·00				
Mount Pisgah R. Tel. Co.	Balcarres						5·00				
Minnesota R. Tel. Co.	Vanscoy						30·00				
McGregor R. Tel. Co.	Macoun						14·00				
McLean R. Tel. Co.	McLean						28·00				
McTaggart R. Tel. Co.	McTaggart						121·00				
Milestone S.W. Tel. Co.	Milestone										
Midale Tel. Co.	Midale	3·00									
Maple Creek Tel. Co.	Maple Creek										
Milestone Farmers' Tel. Co.	Milestone										
Melford Municipal Tel. Co.	Melford						86·00				
North Kisbey R. Tel. Co.	Kisbey						37·00				
Newberry R. Tel. Co.	Arcbive						21·00				
Nokomis R. Tel. Co.	Nokomis						39·00				
New Steinbach R. Tel. Co.	Aberdeen						15·00				
North Wideawake R. Tel. Co.	Fort Qu'Appelle						18·50				
North Craven R. Tel. Co.	Craven						22·50				
North Aberdeen R. Tel. Co.	Aberdeen						5·50				
Nutana R. Tel. Co.	Nutana						9·00				
North Halbrite R. Tel. Co.	Halbrite						30·00				
North Portal R. Tel. Co.	North Portal						62·50				
North Carievale R. Tel. Co.	Carievale						10·75				
N. E. Weyburn R. Tel. Co.	Weyburn						11·50				

North Weyburn R. Tel. Co.	Weyburn						39·50				
North Pense R. Tel. Co.	Pense						104·00				
North Hastings R. Tel. Co.	Moosomin						35·00				
North Star R. Tel. Co.	Wapella						15·50				
North Antler R. Tel. Co.	Gainsboro						47·00				
North Langham R. Tel. Co.	Langham						3·00				
North Regina R. Tel. Co.	Regina						4·50				
New Deloraine R. Tel. Co.	Davidson						28·00				
Overbrook R. Tel. Co.	Eyebrow						34·00				
Okabena R. Tel. Co.	Drinkwater						18·00				
Oxbow R. Tel. Co.	Oxbow						199·50				
Oxbow Tel. & Lighting Co.	Oxbow						18·00				
Prairie Home R. Tel. Co.	Craik						37·00				
Pasqua S. E. R. Tel. Co.	Pasqua						11·00				
Prospect R. Tel. Co.	Weyburn						13·25				
Pangman R. Tel. Co.	Pangman						112·00				
Pheasant Forks R. Tel. Co.	Lemburg						14·00				
Poplar Grove R. Tel. Co.	Wolesley						14·00				
Prairieville R. Tel. Co.	Swift Current						12·00				
Pasqua R. Tel. Co.	Pasqua						6·00				
Park R. Tel. Co.	Watrous						4·50				
Pheasant Plains R. Tel. Co.	Sintaluta						16·00				
Potter R. Tel. Co.	Tyvan						5·50				
Prosperity R. Tel. Co.	Prosperity						12·75				
Pengarth R. Tel. Co.	Pengarth						32·00				
Pioneer R. Tel. Co.	Moose Jaw						12·00				
Prairie View R. Tel. Co.	Eyebrow						38·00				
Pheasant Creek R. Tel. Co.	Lemberg						42·00				
Pense Tel. Co.	Pense										
Richfarms R. Tel. Co.	Nokomis						56·00				
Reciprocity R. Tel. Co.	Pense						6·75				
Riverside R. Tel. Co.	Rouleau						8·50				
Riga R. Tel. Co.	Riga						24·00				
Rose Valley R. Tel. Co.	Indian Head						73·00				
Rough Bark R. Tel. Co.	Goodmater						44·00				
Rufus R. Tel. Co.	Pense						10·50				
Rose Plain R. Tel. Co.	Regina						44·00				
Regina Beach R. Tel. Co.	Lumsden						53·00				
Ruby R. Tel. Co.	Aylesbury						9·50				
Rouleau Farmers' R. Tel. Co.	Rouleau						30·00				
Red Fox Valley R. Tel. Co.	Indian Head						54·00				
Regina Grand View R. Tel. Co.	Kroneau						31·00				
Rudolph R. Tel. Co.	Rouleau						12·50				
Rocanville R. Tel. Co.	Rocanville						109·00				
Rosthern R. Tel. Co.	Laird						48·00				
Saskatchewan Government Telephones	Regina	200·00		6,160·00	4,750·00		300·00	13,000			
Sedley R. Tel. Co.	Sedley						64·00				
South Kisbey R. Tel. Co.	Kisbey						64·00				
Swift Current R. Tel. Co.	Carlyle						12·00				
St. Andrew R. Tel. Co.	St. Andrew						13·50				

Statement of Miles of Wire Equipment—Urban and Rural.—*Concluded*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Saskatchewan—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Stewart Valley-Leinan R. Tel. Co.	Swift Current						32·50				
Sarawak R. Tel. Co.	Belle Plaine						11·50				
Sherwood R. Tel. Co.	Regina						62·00				
South Carievale R. Tel. Co.	Carievale						13·00				
South Regina R. Tel. Co.	Regina						10·50				
Saline R. Tel. Co.	Tate						34·00				
Summerhill R. Tel. Co.	Grenfell						12·00				
Sunny North R. Tel. Co.	Southey						11·50				
South Pense R. Tel. Co.	Pense						15·75				
Summerside R. Tel. Clo.	Caron						36·00				
Simpson R. Tel. Co.	Simpson						56·00				
Sydenham R. Tel. Co.	Guernsey						22·00				
Saltcoats R. Tel. Co.	Saltcoats						212·00				
South Maryfield R. Tel. Co.	Maryfield						58·00				
South Carlyle R. Tel. Co.	Carlyle						14·00				
Silverton R. Tel. Co.	Carnduff						22·00				
Summerberry R. Tel. Co.	Summerberry						92·00				
South Antler R. Tel. Co.	Carnduff						13·00				
Spring Coulee R. Tel. Co.	Sintaluta						12·00				
Sunrise R. Tel. Co.	Grand Coulee						6·75				
Springdale R. Tel. Co.	Regina						12·00				
Stanley R. Tel. Co.	Moosomin						13·00				
Semans R. Tel. Co.	Semans						62·00				
Strasburg R. Tel. Co.	Strassburg						3·25				
Simpson West R. Tel. Co.	Simpson						60·00				
South Arcola R. Tel. Co.	Arcola						72·00				
Sunny Hill R. Tel. Co.	Drinkwater						50·00				
Stoney Beach R. Tel. Co.	Belle Plain						98·00				
Superior R. Tel. Co.	Swift Current						15·75				
Spring Brook R. Tel. Co.	Fort Qu'Appelle						9·50				
Sunny South R. Tel. Co.	Indian Head						11·75				
South Boharm R. Tel. Co.	Boharm						13·00				
South Gainsboro R. Tel. Co.	Gainsboro						36·00				
Sutherland R. Tel. Co.	Saskatoon						14·00				
Swanston R. Tel. Co.	Swanston						68·00				

Stoughton R. Tel. Co.	Stoughton						67·00				
Spring Creek-Coverdale R. Tel. Co.	Moosomin						50·50				
Tregarva Union R. Tel. Co.	Tregarva						114·00				
Tusgaske R. Tel. Co.	Tugaske						20·00				
Tantallon R. Tel. Co.	Tantallon						76·00				
Teece R. Tel. Co.	Abernethy						6·00				
Thunder Creek R. Tel. Co.	Carievale						13·00				
Theodore, Springfield & Beaverdale R. Tel. Co.	Springside						144·00				
Truax R. Tel. Co.	Rouleau						109·00				
Tate Tel. Co.	Tate										
Union R. Tel. Co.	Cupar						5·50				
Victoria R. Tel. Co.	Regina						16·00				
Vanscoy R. Tel. Co.	Vanscoy						40·50				
Vernon R. Tel. Co.	Moose Jaw						4·00				
Venn R. Tel. Co.	Venn						100·00				
Vibank R. Tel. Co.	Vibank						54·00				
View Hill R. Tel. Co.	Estevan						40·00				
Vandura R. Tel. Co.	Vandura						13·00				
Venn Tel. Co.	Venn						116·00				
Wheatfield R. Tel. Co.	Perdue						11·50				
Weeford R. Tel. Co.	Nokomis						14·50				
Wheat belt No. 1 R. Tel. Co.	Delisle						130·00				
West View R. Tel. Co.	West View						45·00				
Weldon R. Tel. Co.	Greenfell						62·00				
Wilcox Mutual R. Tel. Co.	Wilcox						92·00				
Woodlands R. Tel. Co.	Moosomin						35·00				
Whitewood-St. Hubert R. Tel. Co.	Whitewood						43·00				
Waseana R. Tel. Co.	Lumsden						52·00				
Wildwood R. Tel. Co.	Carlyle						18·00				
Waldheim R. Tel. Co.	Waldheim						35·00				
WindoverR. Tel. Co.	Waldheim						86·00				
Wilson, R. Tel. Co.	Keeler						28·00				
Westfield R. Tel. Co.	Wolesley						41·00				
Watrous R. Tel. Co.	Watrous						8·00				
West Pioneer R. Tel. Co.	Boharm						17·00				
Weyburn R. Tel. Co.	Weyburn						228·00				
West Weyburn R. Tel. Co.	Weyburn						4·00				
Wheatland R. Tel. Co.	Carnduff						70·50				
Wheatbelt No. 2 R. Tel. Co.	Delisle						71·00				
Welwyn R. Tel. Co.	Welwyn						59·00				
Wall Lake R. Tel. Co.	Dundurn						54·00				
Wideawake R. Tel. Co.	Indian Head						80·00				
Willmar R. Tel. Co.	Willmar						68·00				
Wheat Plains R. Tel. Co.	Broderick						55·50				
Wheat Belt No. 3 R. Tel. Co.	Delisle						12·00				
Yellowgrass R. Tel. Co.	Yellow Grass						204·00				
Yorkton North R. Tel. Co.	Yorkton						100·00				
Yorkton R. Tel. Co.	Yorkton						151·00				
Totals		214·00	2·50	6,244·50	4,750·00		14,363·88	13000·00	28·00	4·00	

TABLE 7.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Nova Scotia.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Athol Rural Tel. Co.	Athol	326 10		369 35	88 62	88 62		9		
Barrington Township Tel. Co.	Barrington Passage	4,030 00			2,616 00	1,815 00		76	3	900 00
Bayfield Road Rural Tel. Co.	Bayfield Road			100 00		30 00		6		
Beaver Bank Rural Tel. Co.	Beaver Bank	185 00		490 00	129 50	112 63		10		
Belleville Rural Tel. Co.	Belleville	300 00		284 66	126 70	130 02		10		
Blandford Tel. Co.	Hubbards	1,800 00		1,800 00	250 00	80 00		13		
Broad Cove Rural Tel. Co.	Broad Cove			300 00	45 00	45 00		2		
Brooklyn Tel. Co., Ltd.	Brooklyn	3,930 00	2,000 00	6,500 00	1,107 80	898 19		101	2	600 00
Bridgewater and W. Dalhousie Tel. Co.	Dalhousie West	425 00		575 00	80 00	70 00		7		10 00
Canaan Rural Tel. Co.	Canaan							5		
Carleton Tel. Co., Ltd.	Kemptville	1,500 00		2,500 00	441 95	255 95		15		90 00
Central New Annan Tel. Co.	Central New Annan			500 00	52 00	52 00		13		
Chaswood Rural Tel. Co.	Chaswood				15 00	15 00		3		
Clam Harbour and Owl's Head Rural Tel. Co.	Clam Harbour	500 00		500 00	44 00	15 00		7		
Coastal Tel. Co.	Bayside	2,000 00		2,680 00	675 00	434 00		20	1	250 00
Cole Harbour and Woodlawn Tel. Co.	Dartmouth	300 00		300 00	130 00	130 00		9		
Cumberland Rural Tel. Co.	Lornville			3,000 00	400 00	300 00		70	2	200 00
Earltown Rural Tel. Co.	Earltown			429 64				6		
East Chezzetcook Rural Tel. Co.	E. Chezzetcook			110 00	22 00	22 00		2		
East Inglesville Rural Tel. Co.	E. Inglesville			470 00	15 00	9 08		10		
East Leicester Tel. Co.	E. Leicester	170 00		304 87	123 91	123 91		9		
East Picton Tel. Co.	Little Harbour	1,000 00		1,000 00	309 65	260 23		32		
East Stewiacke	E. Stewiacke			309 00	24 00	24 00		8		
East Wentworth	East Wentworth			300 00				10		
Elmvale, Gore and Rawdon	Nine Mile River			40 00	110 50	40 00		5		
Falmouth Valley Rural Tel. Co.	Falmouth			670 90	136 92	136 92		12		
Farmers' Tel. Co.	Grafton			23,014 95	4,584 00	4,584 00		382	2	2,414 00
Fox Harbour Tel. Co.	Wallace				30 00	30 00		12		
Goff and Oldham Tel. Co.	Goff			365 00	22 54	18 71		3		
Gold Mine Rural Tel. Co.	Tangier			350 00	5 00	5 00		4		
Grand Mira Rural Tel. Co.	Grand Mira			2,000 00	211 48	106 75		34	1	30 00
Gulf Shore Tel. Co.	Gulf Shore			450 00	20 00	20 00		12		
Hammond's Plains Rural Tel. Co.	Bedford	500 00		1,000 00	220 00	220 00		11		25 00
Harrison Road Tel. Co.	Maccan			200 00	13 00	13 00		4		
Head of Wallace Bay Tel. Co.	Head of Wallace Bay			275 00				11		
Heathbell and Plainfield Rural Tel. Co.	Scotsburn Sta.			350 00	90 00			20		
Heatherton and Glassburn Rural Tel. Co	Heatherton	400 00		400 00	55 00	1 00		8		
Hillsburn Rural Tel. Co.	Hillsburn			200 00	36 00	30 92		3		

Idlewild Rural Tel. Co.	Halifax			50 00	5 00	5 00		1		
Isle Madam R. Tel. Co.	Arichat	2,500 00		3,712 08	913 21	273 00		23	3	258 00
Jeddore Rural Tel. Co.	Smith's Settlement			700 00	120 00	40 00		13		30 00
Jordan Rural Tel. Co.	East Jordan	150 00		150 00	35 00	35 00		3		
Lake La Rose Rural Tel. Co.	Annapolis Royal	472 77		472 77	35 00	35 00		7		
Lawrenectown Tel. Co.	Lawrencetown	1,539 00		1,500 00	265 39	171 30		29		16 25
Little Narrows Rural Tel. Co.	Ferry Landing			700 00	50 00			7		
Lorne Mutual R.ural Tel Co.	Hopewell	336 00		600 00	15 00	15 00		26		
Malagash Tel. Co.	N. Shore Malagash	300 00		300 00	84 00	84 00		12	1	5 00
Maitland and Noel Tel. Co.	Noel	1,800 00		2,200 00	865 26	175 55		23	16	150 00
Maple Leaf Tel. Co., Ltd.	Merigomish	3,680 00		4,198 32	890 01	884 50		70	2	300 00
Mapleton Rural Tel. Co.	Leamington	1,000 00		1,000 00	21 35	6 35		25		4 60
Maritime Telegraph and Tel. Co., Ltd.	Halifax	1,719,416 05	1,180,600 00	3,222,558 51	542,203 38	377,852 57	11,354	5,145	304	241,149 11
Middleboro Tel. Co.	Hartford			200 00		7 00		22		
Milford Rural Tel. Co.	South Milford			250 00	125 00	100 00		10		50 00
Mount Pleasant Rural Tel. Co.	Mount Pleasant			136 58	15 00			1	1	
Murray Rural Tel. Co.	Lower East Pubnico	3,000 00		7,000 00	600 00	550 00	2	10	2	104 00
Musquodoboit Harbour Rural Tel. Co.	Musquodoboit Harbour			400 00	275 50	255 50		27		
New Albany Rural Tel. Co.	New Albany			600 00	120 00	110 00		13		
New Ross Tel. Co.	New Ross	3,900 00		4,134 65	1,259 94	919 65		42	2	270 00
New Tusket Rural Tel. Co.	New Tusket	880 94		880 94	234 63	92 09		21		
Ohio Rural Tel. Co.	Lower-Ohio	600 00		600 00				11		
Ostrea Lake Rural Tel. Co.	Ostrea Lake	350 00		350 00	50 00	15 00		4		5 00
Paradise West Tel. Co.	West Paradise	325 00		340 00	65 00	65 00		12		5 00
Port La Tour Tel. Co.	Port La Tour	1,010 00		3,800 00	703 81	493 37		36	1	190 00
Port Lorne Rural Tel. Co.	Port Lorne			200 00	25 00	25 00		4		
Princeport Rural Tel. Co.	Princeport			408 50	14 25	14 25		13	1	8 25
Pugwash Junct. Tel. Co.	Pugwash			400 00	70 00	63 00		10		
Royal Centre and Minto Rural Tel. Co.	Meadowville			250 00	27 00	21 00		10	1	
Salem Tel. Co.	Amherst	260 00		260 00	204 90	203 54		13		
Sandford and Short Beach R. Te . Co.	Sanford	500 00		700 00	216 00	138 00		12		
Sheet Harbour Rural Tel. Co.	Sheet Harbour									
South Alton Rural Tel. Co.	South Alton			315 00	48 00	40 00		8		
St. Ann's Rural Tel. Co.	St. Ann's			500 00		150 00		9		
Surrette's Island Rural Tel. Co.	Amirault Hill	400 00		637 54	423 99	355 64		6		
Tony River Rural Tel. Co.	Tony Mills			400 00	27 00	27 00		12		
Union Tel. Co.	Blue Mountain	2,160 00		3,100 00	763 50	568 00		55	1	140 00
Wallace Bay Tel. Co.	Wallace Bay	275 00		275 00	65 00	65 00		13		
Wallace River Tel. Co.	Head of Wallace Bay	370 00		370 00	13 00	13 00		16		13 00
Wallace Union Tel. Co.	South Wallace			300 00	40 98	40 98		9		
Wentworth Valley Rural Tel. Co.	Wentworth Station			600 00	185 00	185 00		22		
Westchester Rural Tel. Co.	Westchester	500 00		500 00	192 00	192 00		21		
West Chezzetcook Rural Tel. Co.	Head of Chezzetcook									
Western Head Rural Tel Co.	Liverpool			350 00	72 00	42 00		5		
West New Annan Rural Tel. Co.	West New Annan			400 00				8		
Westport and Digby Tel. Co.	Mink Cove	4,000 00		5,000 00	1,500 00	800 00		80		500 00
West River Rural Tel. Co.	Salt Springs			413 46	22 49	22 49		11		
West River Sheet Harbour Tel. Co.	Sheet Harbour									
Wittenburg Rural Tel. Co.	Wittenburg			50 00	5 00	30 00		3		
Totals		1,767,090 86	1,182,600 00	3,323,901 72	565,107 16	395,247 71	11,365	6,911	346	247,717 21

TABLE 8.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	URBAN.					RURAL.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Nova Scotia.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Athol Rural Tel. Co.	Athol						19·00				
Barrington Township Tel. Co.	Barrington Passage						130·00		30·00		2·00
Bayfield Road R. Tel. Co.	Bayfield Road						2·00				
Beaver Bank R. Tel. Co.	Beaver Bank						9·00				
Belleville R. Tel. Co.	Belleville						12·00				
Blandford Tel. Co.	Hubbards						20·00				4·00
Broad Cove R. Tel. Co.	Broad Cove						8·00				
Brooklyn Tel. Co., Ltd.	Brooklyn	5·00					87·00				
Bridgewater and Dalhousie Tel. Co.	Dalhousie West						12·00				
Canaan R. Tel. Co.	Canaan						4·00				
Carleton Tel. Co., Ltd.	Kemptville						65·00				
Central New Annan Tel. Co.	Central New Annan						24·00				
Chaswood R. Tel. Co.	Chaswood						3·50				
Clam Harbour and Owl's Head R. Tel. Co.	Clam Harbour						10·00				
Coastal Tel. Co.	Bayside						70·00				
Cole Harbour and Woodlawn Tel. Co.	Cole Harbour						8·00				
Cumberland R. Tel. Co.	Lorneville						200·00				
Earltown R. Tel. Co.	Earltown						22·00				
East Chezzetcook R. Tel. Co.	E. Chezzetcook						2 75				
East Ingleside R. Tel. Co.	E. Ingleside						14·00				
East Leicester Tel. Co.	E. Leicester						16·00				
East Pictou Tel. Co.	Little Harbour						25·00				
East Stewiacke R. Tel. Co.	E. Stewiacke						13·00				
East Wentworth R. Tel. Co.	E. Wentworth						6·00				
Elmvale, Gore and Rawdon Tel. Co.	Nine Mile River						25·00				
Falmouth Valley R. Tel. Co.	Falmouth						12·00				
Farmers Tel. Co.	Grafton						462·00				
Fox Harbour Tel. Co.	Wallace						15·00				
Goff and Oldham Tel. Co.	Goff						5·00				
Gold Mine R. Tel. Co.	Tangier						5 00				
Grand Mira R. Tel. Co.	Grand Mira						51·50				

Gulf Shore Tel. Co.	Gulf Shore						10·00						
Hammond's Plains R. Tel. Co.	Bedford						25·00						
Harrison Road Tel. Co.	Maccan						8·00						
Head of Wallace Bay Tel. Co.	Head of Wallace Bay						6·00						
Heathbell and Plainfield R. Tel. Co.	Scotsburn Sta						16·00						
Heatherton and Glassburn R. Tel. Co.	Heatherton						5·00						
Hillsburn R. Tel. Co.	Hillsburn						6·50						
Idlewild R. Tel. Co.	Halifax						1·00						
Isle Madam R. Tel. Co.	Arichat						28·00	2·00					·25
Jeddore R. Tel. Co.	Smith's Settlement						28·00						
Jordan R. Tel. Co.	East Jordan						9·00						
Lake La Rose R. Tel. Co.	Annapolis Royal						8·00						
Lawrencetown Tel. Co.	Lawrencetown						20·00						
Little Narrows R. Tel. Co.	Ferry Landing						20·00						
Lorne Mutual R. Tel. Co.	Hopewell						12·00						
Malagash Tel. Co.	N. Shore Malagash						12·00						
Maitland and Noel Tel. Co.	Noel						40·00						
Maple Leaf Tel. Co.	Merigomish						140·00						
Mapleton R. Tel. Co.	Leamington						17·00						
Maritime Telegraph and Tel. Co., Ltd.	Halifax	500·00	800·00	15,000·00	7,000·00	85·00	1,500·00	5,000·00					10·00
Middleboro Tel. Co.	Hartford						12·00						
Milford R. Tel. Co.	South Milford						14·00						
Mount Pleasant R. Tel. Co.	Mount Pleasant						3·00						
Murray R. Tel. Co.	Lower East Pubnico		9·00			2·00	12·00						
Musquodoboit Harbour R. Tel. Co.	Musquodoboit Harbour						13·00						
New Albany R. Tel. Co.	New Albany						6·00						
New Ross Tel. Co.	New Ross						63·50						
New Tusket R. Tel. Co.	New Tusket						27·00						
Ohio R. Tel. Co.	Lower Ohio						17·00						
Ostrea Lake R. Tel. Co.	Ostrea Lake						14·00						
Paradise West Tel. Co.	West Paradise						4·00						
Port La Tour Tel. Co.	Port La Tour						80·00						
Port Lorne R. Tel. Co.	Port Lorne						7·00						
Princeport R. Tel. Co.	Princeport						7·00						
Pugwash Junction Tel. Co.	Pugwash						7·00						
Royal Centre and Minto R. Tel. Co.	Meadowville						5·00						
Salem Tel. Co.	Amherst						23·00						
Sanford and Short Beach R. Tel. Co.	Sanford						17·00						
Sheet Harbour R. Tel. Co.	Sheet Harbour												
South Alton R. Tel. Co.	South Alton						7·00						
St. Ann's R. Tel. Co.	St. Anns						24·00						
Surrette's Island R. Tel. Co.	Amirault Hill						14·66						
Tony River R. Tel. Co.	Tony Mills						8·00						
Union Tel. Co.	Blue Mountain						58·00						
Wallace Bay Tel. Co.	Wallace Bay						10·00						
Wallace River Tel. Co.	Hd. of Wallace Bay						17·00						
Wallace Union Tel. Co.	South Wallace						8·00						
Wentworth Valley R. Tel. Co.	Wentworth Station						12·00						
Westchester R. Tel. Co.	Westchester						32·00						
West Chezzetcook R. Tel. Co.	Head of Chezzetcook												
Western Head R. Tel. Co.	Liverpool						5·00						

TABLE 8.—Statement of Miles of Wire Equipment—Urban and Rural.—*Concluded.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground	Submarine.
Nova Scotia—Concluded.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
West New Annan R. Tel. Co	West New Annan						14·00				
Westport and Digby Tel. Co	Mink Cove						70·00	20·00			2·00
West River R Tel. Co	Saltsprings						10·00				
West River Sheet Harbour Tel. Co	Sheet Harbour										
Wittenburg R. Tel. Co	Wittenburg						10·00				
Totals		505·00	809·00	15,000·00	7,000·00	87·00	3,901·91	5,022·00	30·00		18·25

TABLE 9.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
New Brunswick.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Acadia Tel. Co.	St Ignace	2,900 00		3,000 00	600 00	200 00		40	2	300 00
Adamsville Tel. Co., Ltd	Adamsville	1,500 00	2,000 00	1,500 00	80 00	50 00		8		30 00
Berry's Mills R. Tel. Co.	Berry's Mills			580 00	164 00	164 00		15		
Canterbury and North Lake Tel. Co. Ltd	Fosterville	2,286 66	500 00	3,200 00	721 78	707 77		43	1	227 30
Citizens Tel. Co., Ltd	St. Stephen	3,712 00		8,277 43	800 00	450 00		70		
Clark Private Line	Lawrence Station			400 00	25 00	25 00		13	1	12 00
Consolidated Tel. Co., Ltd	Bath	9,854 78		9,854 78	2,152 04	1,328 48		257	3	600 00
Corn Hill Tel. Co.	Corn Hill			714 00	20 70	20 70		22		
Dorn Ridge Tel. Co.	Dorn Ridge			200 00	8 00	8 00		13		
Farmers Tel. Co. Ltd	Windsor	18,821 71		26,757 76	3,917 20	2,302 26		362	7	1,960 64
Grand Manan Tel. Co., Ltd	Grand Manan	4,525 00		4,525 00	1,335 20	973 20		88	2	559 94
Holt Private Line	Holtville									
Moorehouse-Blackville Tel. Co., Ltd	Moorehouse	1,000 00		1,000 00	200 00	56 00		20		
New Brunswick Coal and Ry. Co	Norton				402 78	170 71		11	11	144 00
New Brunswick Tel Co., Ltd	St. John	1,259,540 00	100,000 00	1,578,408 14	394,797 13	216,508 05	8,006	5,247	211	45,908 51
Norton and Springfield Tel. Co	Norton	1,200 00		1,200 00	4 50	5 00		25		
Sherwood Private Tel. Line	Hillsboro	680 00		680 00	120 25	101 27		12	12	48 20
St. Martins Ry. Co. Tel. Line	St. John				160 82			7		
St. Martins Tel. Co., Ltd	St. John	3,490 00		3,500 00	1,188 48	804 71		7	1	178 00
Sullivan Private Tel. Line	Bonny River			350 00				2		
Tracy Tel. Co.	Tracy Station	250 00		250 00				13		
Upper Sackville R. Tel. Co.	Sackville			125 00	100 00	100 00		12		
West Isles Tel. Co., Ltd	Lord's Cove	2,000 00	4,000 00	2,000 00	500 00	500 00		40	1	275 00
York and Carleton Tel. Co.	Debec Junction	6,000 00	300 00	7,000 00	1,175 00	425 00		98	1	300 00
York and Charlotte Tel. Co., Ltd	Harvey Station	200 00		200 00	75 00	75 00		75		75 00
Totals		1,317,960 15	106,800 00	1,653,722 11	408,547 88	225,475 15	8,006	6,502	253	50,618 59
Prince Edward Island.										
Prince Edward Island Tel. Co	Charlottetown	100,000 00	25,000 00	150,000 00	38,884 82	32,886 40	652	888	38	5,212 00

TABLE 10.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	URBAN.					RURAL.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
New Brunswick.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Acadia Tel. Co.	St. Ignace						55·00				
Adamsville Tel. Co. Ltd	Adamsville						12·00				
Berry's Mills R. Tel. Co.	Berry's Mills						8·00				
Canterbury & North Lake Tel. Co. Ltd.	Fosterville						37·00				
Citizens Tel. Co. Ltd.	St. Stephen	8·00		42·00							
Clark Private Line	Lawrence Station						12·00				
Consolidated Tel. Co. Ltd.	Bath						200·00				
Corn Hill Tel. Co.	Corn Hill						16·00				
Dorn Ridge Tel. Co.	Dorn Ridge						8·00				
Farmers Tel. Co. Ltd.	Windsor	75·00	16·00				409·00				
Grand Manan Tel. Co. Ltd.	Grand Manan						100·00				
Holt Private Line	Holtville						10·00				
Moorehouse-Blackville Tel. Co. Ltd.	Moorehouse						25·00				
New Brunswick Coal & Ry. Co.	Norton						58·00				
New Brunswick Tel. Co. Ltd.	St. John	5,968·02	448·77	4,799·37	4,227·45		3,234·22	3,640·08			20·00
Norton & Springfield Tel. Co.	Norton						30·00				
Sherwood Private Tel. Co.	Hillsboro						45·00				
St. Martins Ry. Co. Tel. Line	St. John						30·00				
St. Martins Tel. Co. Ltd.	St. John		3·00				47·00				
Sullivan Private Tel. Line	Bonny River						6·00				
Tracy Tel. Co.	Tracy Station						12·00				
Upper Sackville R. Tel. Co.	Sackville						12·00				
West Isles Tel. Co. Ltd.	Lord's Cove						36·00				
York & Carleton Tel. Co.	Debec Junction						30·00				
York & Charlotte Tel. Co. Ltd.	Harvey Station						48·00				
Total		6,051·02	467·77	4·841·37	4,227·45		4,480·22	3,640·08			20·00
Prince Edward Island.											
Prince Edward Island Tel. Co.	Charlottetown	1,580·00					1,725·00				

TABLE 11.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central	Magneto	No.	Amount.
British Columbia.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
British Columbia Tel. Co., Ltd	Vancouver	2,500,000 00	1,946,666 66	4,867,510 54	1221,990 97	940,182 18	30,012	5,206	568	739,804 58
Chilliwack Tel. Co	Chilliwack	50,000 00		58,784 34	14,568 96	9,506 04		660	7	6,195 10
Creston Power, Light and Tel. Co. Ltd	Creston	20,000 00		8,302 04	1,991 37	1,317 44		72	1	750 00
Delta Tel. Co	Ladner	8,100 00		10,466 55	2,348 00	1,895 90		126		
Edgewood R. Tel. Co	Edgewood			1,216 04				9		
Farmers' Mutual Tel. Co	Huntingdon									
Farmers' Tel. Co	Steveston	2,250 00		5,000 00	2,720 00	2,115 48		67		100 00
Fort George & Alberta Electric Tel. Co., Ltd	Fort George	24,550 00		28,998 94	11,928 41	4,791 00		100	5	4,200 00
Kootenay Tel. Lines, Ltd	Cranbrook	107,692 50	53,000 00	169,972 56	42,663 54	30,362 94		1,500	15	8,712 00
Mission City Tel. Co	Mission City	8,960 00		17,478 07	2,375 93	1,569 03		160	3	1,027 00
Okanagan Tel. Co., Ltd	New Westminster	322,200 00		354,676 32	51,823 59	29,962 43		1,525	29	18,841 07
Prince Rupert Municipal Tel. System	Prince Rupert		40,000 00	47,500 00	21,500 00	16,660 00		693	10	11,599 87
Quesnel Tel. Co	Quesnel	9,055 00		3,000 00	800 00	400 00		32	2	300 00
Revelstoke Trout Lake and Big Bend Tel. Co	Revelstoke		4,600 00	36,554 53	8,049 17	4,159 80		312	4	1,380 00
Sorrento Tel. Co	Notch Hill			750 00	150 00	95 00		6		
Ucluelet Rural Tel. Co	Ucluelet	810 00		875 00	52 50	43 00		24		
Total		3,053,671.50	2,044,266.66	5,611,084.93	1383,052.44	1043,060.24	30,012	10,492	644	792,909.62

Table 12—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
British Columbia.											
British Columbia Tel. Co., Ltd	Vancouver	6,600·00	2,700·00	56,300·00	33,200·00	305·00	1,810·00	3,326·00	1,100·00		
Chilliwack Tel. Co	Chilliwack	135·00		34·00	4·00		600·00				
Creston Power, Light and Tel. Co., Ltd.	Creston	200·00									
Delta Tel. Co	Ladner	12·00		2·00			127·00				
Edgewood Rural Tel. Co	Edgewood						15·00				
Farmers' Mutual Tel. Co	Huntingdon										
Farmers' Tel. Co	Steveston	10·00					87·00				
Fort George Alberta Electric Tel.Co.Ltd.	Fort George	100·00	3·00				50·00				
Kootenay Tel. Lines, Ltd	Cranbrook	670·00		206·00			490·00	310·00			
Mission City Tel. Co	Mission City						187·00				
Okanagan Tel. Co., Ltd	New Westminster	448·00				1,903 00	593·00	308·00			
Prince Rupert Municipal Tel. System	Prince Rupert	120·00	50·00	420·00							
Quesnel Tel. Co	Quesnel						11·00				
Revelstoke, Trout Lake and Big Bend Tel. Co	Revelstoke			134·00	129·00		276·00	28·00			
Sorrento Tel. Co	Notch Hill						5·00				
Ucluelet Rural Tel. Co	Ucluelet						22·00				
Totals		8,295·00	2,753·00	57,096·00	33,333·00	2,208·00	4,273·00	3,972·00	1,100·00		

TABLE 13.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central	Magneto	No.	Amount.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Alberta.										
Government of Province of Alberta	Edmonton		5,832,000 00	5,445,848 24	680,731 90	618,448 47	8,922	12,890	241	
Edmonton, City of, Tel. Dept	Edmonton		1,007,249 89	1,007,249 89	151,868 00	142,356 00	8,094		136	126,636 00
Western General Electric Co., Ltd	Red Deer	90,000 00		19,000 00	7,980 87	6,197 67	288		7	3,431 63
Totals		90,000 00	6,839,249 89	6,472,098 13	840,580 77	767,002 14	17,304	12,890	384	130,067 63

Table 14.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Alberta.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Government of Province of Alberta	Edmonton	11,694·50	336·00	10,678·00	4,800·00	.....	18,441·	259,040·00	.....	.....	.....
Edmonton City, of Tel. Dept	Edmonton	100·00	600·00	9,412·00	14,806·00	.....	.....	.....	.....	.....	.....
Western General Electric Co. Ltd	Red Deer	150 00	12·00	180·00	.....	.....	.....	56·00	.....	.....	.....
Totals	.....	11,944·50	948·00	20,270·00	19,606·00	.....	18,441·	259,096 00	.....	.....	.....

TABLE 15.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central	Magneto	No.	Amount.
Manitoba.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Bidford Farmers' Line	Deloraine			1,629 50				10		
Birtle Tel. Co	Birtle		5,000 00	8,000 00	1,193 60	888 10		91	2	60 00
Brett Tel. Co	Dugald			75 00	10 00	5 00		5		
Burns Tel. Co	Oak Lake									
Coombs and Bryson Tel. Co	Deloraine			1,200 00	64 00	64 00		9		
Dugald Tel. Co	Dugald				48 00	48 00		8	18	
Edie-Morrison Tel. Co	Dugald Central			260 00	144 00	86 00		9		
Gowancroft Tel. Co	Pilot Mound			350 00	33 00	33 00		5		
Independent Tel. Co	Dugald	750 00		1,000 00	125 00	125 00		12		
Lake Francis Tel. Co	Woodlands	300 00	300 00	2,000 00	658 97	120 00		44	2	120 00
Lonsboro Tel. Co	Pilot Mound	300 00		300 00				6		
Louise Tel. Co. (Western)	Clearwater			8,000 00	860 00	700 00		82	1	595 00
Louise Tel. Asso	Crystal City			20,400 00	3,091 00	3,000 00		255	4	1,500 00
Louise Rural Tel. Co	Snowflake			1,955 00	184 00	184 00		23		
Macdonald Tel. Co., Municipality of	Sanford		40,000 00	42,271 00	5,749 41	3,089 23		257	2	960 00
Manitoba Government Telephones	Winnipeg		9,934,426 83	9,212,955 61	1,646,656 53	1,123,586 43	29,033	13,068	*609	292,854 48
Miniota Tel. Co., Minicipality of	Miniota		59,000 00	67,000 00	9,840 00	10,766 00		380	6	4,200 00
Mountainside Tel. Co	Coatstone			1,657 65	62 00	62 00		20		
Municipal Tel. Co	Oakbank			240 00	277 35	30 40		12		
Oak Bank Tel. Co	Dugald			600 00	277 70	277 70		12		10 00
Percy Tel. Co	Dugald	80 00		100 00				12		
Pipestone Tel. Co	Pipestone		65,000 00	66,460 00	9,383 62	4,466 41		384		1,900 00
Plympton Tel. Co	Plympton				80 00	80 00		23		
Prairie Grove Tel. Co	Prairie Grove			600 00	36 00	36 00		6		
Rosewood and St. Ann's Tel. Co	Rosewood	462 50		400 00				18		
Snyder Tel. Co	Gilbert Plains			875 00	15 00	15 00		4		
Starbuck Tel. Co	Starbuck	1,300 00		1,300 00	520 00	400 00		37	1	360 00
Steinbach Tel. Co	Steinbach	280 00		300 00	318 00	250 00		125		
Strathcona Tel. Co. (Municipal)	Belmont		39,000 00	39,000 00	4,442 77	2,457 10		242	3	1,712 30
Suthwyn Tel. Co	Winnipeg, R.M.D. No.3	334 29		560 00	45 00	45 00		8		
South Transcona Tel. Co	Transcona	360 00		360 00	129 00	129 00		5		

* Operators only.

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Concluded.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central	Magneto	No.	Amount.
Manitoba—Con.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Union Farmers' Tel. Line	Neepawa	900 00		800 00	67 00	55 00		10		
Wallace Tel. Co. (Municipal)	Virden		70,000 00	70,000 00	12,229 89	15,234 95		370		1,930 00
Wilson Tel. Co.	Dugald			110 00				3		
Wood Bay Tel. Co.	Wood Bay	1,048 00		1,200 00	125 00	125 00		13	1	5 70
Woodworth Tel. Co.	Kenton		55,000 00	55,548 15	9,296 75	9,124 12		357	3	3,060 00
Totals		6,114 79	10,267,726 83	9,607,506 91	1,705,962 59	1,175,482 44	29,033	15,925	652	309,267 48

Table 16.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Manitoba.											
Bidford Farmers Line	Deloraine						24·00				
Birtle Tel. Co	Birtle	18·00		30·00			80·50				
Brett Tel. Co	Dugald						2·50				
Burns Tel. Co	Oak Lake										
Coombs & Bryson tel Co	Deloraine						19·00				
Dugald Tel. Co	Dugald						6·50				
Edie-Morrison Tel. Co	Dugald						9·00				
Gowancroft Tel. Co	Pilot Mound						2·50				
Independent Tel. Co	Dugald						12·00				
Lake Francis Tel. Co	Woodlands						61·00				
Lonsboro Tel. Co	Pilot Mound						4·00				
Louise Tel. Co. (Western)	Clearwater						74·00				
Louise Tel. Asso	Crystal City	10·00					230·00				
Louise Rural Tel. Co	Snow flake						38·00				
Macdonald Tel. Co. Municipality of	Sanford						784·00				
Manitoba Government Telephones	Winnipeg	2,218·00	2,401·00	28,847·0	065,252·00		30,597·00	12,774.00	80·00		
Miniota Tell. Co. Municipality of	Miniota						800·00				
Mountainside Tel. Co	Coatstone						56 00				
Municipal Tel. Co	Oakland						10·00				
Oak Bank Tel. Co	Dugald						22·00				
Percy Tel. Co	Dugald						3·00				
Pipestone Tel. Co	Pipestone	3·00		19·60			1,032·00				
Plympton Tel. Co	Plympton						10·00				
Prairie Grove Tel. Co	Prairie Grove						12·00				
Rosewood & St. Anns Tel. Co	Rosewood						10·00				
Snyder Tel. Co	Gilbert Plains						2·50				
Starbuck Tel. Co	Starbuck	8·00					22·00				
Steinbach Tel. Co	Steinbach						65·00				
Strathcona Tel. Co	Belmont						200·00		20·00		
Suthwyn Tel. Co	Winnipeg						8·00				

Statement of Miles of Wire Equipment—Urban and Rural—*Concluded.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Manitoba—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
SouthTranscona Tel. Co.	Transcona	.....	.....	.....	.....	.....	11·50	.....	.....	.....	.....
Union Farmers Tel. Co.	Neepawa	.....	.....	.....	.....	.....	8·50	.....	.....	.....	.....
Wallace Tel. Co.	Virden	.....	.....	.....	.....	.....	650·00	.....	.....	.....	.....
Wilson Tel. Co.	Dugald	.....	.....	.....	.....	.....	5·00	.....	.....	.....	.....
Wood Bay Tel. Co.	Wood Bay	.....	.....	.....	.....	.....	20·00	.....	.....	.....	.....
Woodworth Tel. Co.	Kenton	.....	.....	.....	.....	.....	950·00	.....	.....	.....	.....
Totals		2,257·00	2,401·00	28,946·00	65,252·00	.....	35,841·50	12,774.00	104·00	.....	.....

TABLE 17.—Statement by Provinces of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Province.	Capital Stock.	Funded Debt.	Cost of Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
						Central.	Magneto.	Number.	Amount.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Nova Scotia	1,767,090 86	1,182,600 00	3,323,901 72	565,107 16	395,247 71	11,365	6,911	346	247,717 21
New Brunswick	1,317,960 15	106,800 00	1,653,722 11	408,547 88	225,475 15	8,006	6,502	253	50,618 59
Prince Edward Island	100,000 00	25,000 00	150,00 00	38,884 82	32,886 40	652	888	38	5,212 00
Quebec	17,670,165 54	7,069,360 02	33,002,264 17	8,529,391 71	6,562,558 00	56,606	25,307	6,009	1,808,979 54
Ontario	1,694,713 01	1,390,440 24	4,250,730 45	793,154 87	545,651 48	109,055	98,967	3,855	3,101,373 59
Manitoba	6,114 79	10,267,726 83	9,607,506 91	1,705,962 59	1,175,482 44	29,033	15,925	652	309,267 48
Saskatchewan	890,839 54	4,331,059 80	5,143,663 03	632,595 99	428,325 91	7,810	15,946	686	393,163 19
Alberta	90,000 00	6,839 249 89	6,472,098 13	840,580 77	767,002 14	17,304	12,890	384	130,067 63
British Columbia	3,053,617 50	2,044,266 66	5,611,084 93	1,383,052 44	1,043,060 24	30,012	10,492	644	792,909 62
Totals	26,590,501 39	33,256,503 44	69,214,971 45	14,897,278 23	11,175,689 47	269,843	193,828	12,867	6,839,308 85

TABLE 18.—Statement by Provinces of Miles of Wire Equipment—Urban and Rural.

Province.	Urban.					Rural.				
	Galvanized.	Copper Wire.				Galvanized.	Copper Wire.			
	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Nova Scotia	505·00	809·00	15,000 00	7,000 00	87.00	3,901 91	5,022·00	30·00	.....	18·25
New Brunswick	6,051·02	467·77	4,841 37	4,227·45	.....	4,480·22	3,640·08	.....	.....	20·00
Prince Edward Island	1,580·00	.....	.....	.....	.....	1,725·00	.....	.....	.....	.....
Quebec	5,511 50	439·00	37,133·50	112,248·00	187·50	48,765·75	1,003·25	1,975·50	78·00	7·00
Ontario	3,938·00	5,016·75	104,604·66	178,722 00	397·50	151,114 25	1,633 08	573 75	10·00	3·58
Manitoba	2,257 00	2,401·00	28,946·00	65,252 00	.....	35,841·50	12,774·00	104·00	.....	.....
Saskatchewan	214·00	2·50	6,244·50	4,750·00	.....	14,363·88	13,000·00	28·00	4·00	.....
Alberta	11,944·50	948·00	20,270·00	19,606 00	.....	18,441 25	9,096 00	.....	.....	.....
British Columbia	829·500	2,753·00	57,096·00	33,333·00	2,208·00	4,273·00	3,972 00	1,100·00	.....	.....
Totals	40,296·02	12,837·02	274,136·03	425,138·45	3,180·00	282,906·66	50,140·41	3,811·25	92·00	48·83

EXPRESS STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1913

A. W. CAMPBELL,
Deputy Minister of the Department of Railways and Canals

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1914

[No. 20E—1914

To Field Marshal His Royal Highness Prince ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and of Strathearn, and Earl of Sussex, in the Peerage of the United Kingdom, Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; one of His Majesty's Most Honourable Privy Council; First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to your Royal Highness Express Statistics for the year ended June 30, 1913.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. Cochrane,
Minister of Railways and Canals.

Sir,—I have the honour to submit the report of the Comptroller of Statistics in relation to the operations of Express Companies in the Dominion of Canada for the year ended June 30, 1913.

I have the honour to be, sir,
Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,
OTTAWA, December 26, 1913.

A. W. CAMPBELL, ESQ., C.E.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Express Statistics for the year ended June 30, 1913.

Returns were received from the following companies operating in Canada:

The Canadian Express Company.
The Dominion Express Company.
The Canadian Northern Express Company.
The American Express Company.
The United States Express Company.
The National Express Company.
The Great Northern Express Company.
Wells, Fargo and Company.
The British America Express Company.

HISTORICAL DATA.

Following is a summary of the more important facts relating to the history and organization of the various reporting companies:—

CANADIAN EXPRESS COMPANY.

This Company was organized on February 16, 1865, under authority of 27 and 28 Vic., cap. 23.

It has an authorized capital stock of 30,000 shares, of $100 each, of which 17,052 have been issued and are outstanding. The cash realized from the sale of these shares is reported at $865,200. The purchase of the capital stock of the Company by the Grand Trunk Railway Company was effected in 1891 by the payment of $660,000 in cash. The total capital liability at the time was $1,500,000. Since then the capital stock has been increased to $1,705,200. Stock to the amount of $205,200 was issued for real property and equipment. The company does not report a dividend. All the stock is held in trust for the Grand Trunk Railway Company by Messrs. A. W. Smithers, E. J. Chamberlin, John Pullen, W. Wainwright, Frank Scott, M. M. Reynolds and Hugh Paton. These gentlemen, with the exception of Mr. Smithers, constitute the Directorate of the Company.

The officers of the Company on June 30 were:—Chairman of the Board, Mr. E. J. Chamberlin; President, Mr. John Pullen; Secretary-treasurer, Mr. Frank Scott; General Solicitor, Mr. W. H. Biggar; General Auditor, Mr. W. W. Williamson. The headquarters of the Company are at Montreal.

The operations of the Canadian Express Company are chiefly over the Grand Trunk Railway System and the Canadian Government Railway System. It has a total operating mileage of 7,184.

The Dominion Express Company.

The Dominion Express Company was organized on May 23, 1873, under 36 Vic., cap. 113.

The capital stock of the Company amounts to $2,000,000, divided into 20,000 shares of the par value of $100 each, all of which is outstanding. Following are the Directors:—Sir T. G. Shaughnessy, Messrs. W. S. Stout, R. B. Angus, R. Paton McLea and C. R. Hosmer. These directors are trustees of the entire stock of the Company for the Canadian Pacific Railway Company. A dividend on the capital stock, at the rate of 10 per cent per annum, was declared on June 30.

The officers of the Company are:—President and General Manager, Mr. W. S. Stout; Vice-President, Mr. R. Paton McLea; Secretary, Mr. H. C. Oswald; Treasurer, Mr. G. A. Newman; General Auditor, Mr. W. H. Plant. The head office of the Company is in Toronto.

The Company carries on business over the lines of the Canadian Pacific Railway Company and many connecting roads, and has an operating mileage of 15,430 over steam and electric railways, 1,236 by inland steamboats, 100 by stage lines, and 16,590 by steamers on the Atlantic and Pacific.

The Canadian Northern Express Company.

The Canadian Northern Express Company was organized on June 13, 1902, under a special Act of Parliament, 2 Edward VII, cap. 49.

The Company has an authorized capital stock of $1,000,000, consisting of 10,000 shares of the par value of $100 each. All this stock was outstanding on June 30. A dividend, amounting to $954,356.06, was declared during the year, which was "transferred to the Canadian Northern Railway Express Company"—a separate organization from the Canadian Northern Express Company—"holders of the capital stock of this Company, to pay interest on first mortgage gold bonds and dividends on capital stock of the holding Company."

The Directors of the Company on June 30 were:—Sir William Mackenzie Sir Donald Mann, Mr. R. J. Mackenzie and Mr. Z. A. Lash.

The officers of the Company on June 30 were:—President, Sir William MacKenzie; Vice-President, Sir Donald Mann; Third Vice-President Mr. D. B. Hanna; Secretary, Mr. R. P. Ormsby; Treasurer, Mr. L. W. Mitchell; Chief Solicitor, Mr. G. G. Ruel; General Counsel, Hon. F. H. Phippen, K.C.; Auditor, Mr. J. D. Morton; General Superintendent, Mr. W. C. Muir, and Superintendent Mr. C. A. Cunningham.

The Company operates chiefly over the Canadian Northern Railway, and had a mileage on June 30 of 5,762.

The headquarters of the Company are at Toronto. The General Superintendent is located at Winnupeg.

The American Express Company.

The American Express Company was organized under the common law of the State of New York, on March 18, 1850, and November 15, 1859, as a joint stock association. It is a consolidated Company, the American Express Company and the Merchants Union Express Company having been merged under articles of agreement, dated November 25, 1868. The New England Despatch Company, a corporation operating under the laws of Massachusetts, was purchased in 1891 by the American Express Company, and, while its corporate existence has been maintained, its earnings and expenses are included in the earnings and expenses of the American Express Company.

The American Express Company is described in the report as 'a voluntary partnership, or association of individuals organized under articles of agreement between its members. It possesses no rights, privileges or franchises other than such as are enjoyed by any individual or association of individuals.'

The Capital of the Company consists of $18,000,000 of stock, divided into 180,000 shares of the par value of $100 each. Of this stock, $480,000 is in the treasury by purchase. The annual rate of dividend is 12 per cent. The cash realized for the sale of 180,000 shares of stock is reported as having been $900,000.

The Directors of the Company are:—Messrs. James E. Cargo, Lewis Cass Ledyard, Francis F. Flagg, Cornelius Vanderbilt, William H. Seward, Charles M. Pratt, John H. Bradley, and J. Horace Harding. The Officers are:—President Mr. James C. Fargo; 1st Vice-President, Mr. Francis F. Flagg; Secretary, Mr. William C. Fargo, Treasurer, Mr. James F. Fargo; Comptroller, Mr. William E. Powelson, and Traffic Manager, Mr. John H. Bradley. The offices of the Company are at 65 Broadway, New York.

The operations of the Company in Canada are over twelve lines of railway, either wholly or partly on this side of the boundary. The mileage in the Dominion was reported as being 1,319.

The National Express Company.

The National Express Company was organized as a joint stock organization, under the common law of the State of New York, on April 1, 1895. It is controlled by the American Express Company, and the report to this Department was received from that source. In that report the following statement is made:—

'The National Express Company is an unincorporated association organized by the American Express Company, with a nominal capital of $500,000, of which $475,000 was issued, in the inception, to the American Express Company, the remaining $25,000 being subscribed for at par, by directors and others connected with the American Express Company under an agreement under which the American Express Company had a right to take over their shares at any time at actual cost. The only express business which it operates for its own account is the express business on the Delaware & Hudson Company; Greenwich & Johnsonville Railway; Grand Trunk Railway, between Rouses Point and Montreal and between Mooers Junction and Montreal; Keeseville, Ausable Chasm & Lake Champlain Railroad; Middleburgh & Schoharie Railroad; Hudson Navigation Company (Peoples Line steamers), between New York and Albany; and Schoharie Valley Railroad; all the rest of the business carried on by said company being actually carried on by it as agent of the American Express Company and for its account. All the property which it received upon its organization it received from the American Express Company in consideration of the issue of its stock to that company, excepting the cash contribution of $25,000 above mentioned from individual stockholders. Since the formation of this company the American Express Company has, in one or two instances, upon the death of the individual stockholders, acquired their stock at cost under the option above mentioned.'

The business of the Company is carried on by the American Express Company at 65 Broadway, New York.

The United States Express Company.

The United States Express Company was organized on April 22, 1854, in the State of New York, for a term of ten years. This term was extended on November 28, 1859, for a period of twenty years. The last extension was

on September 24, 1903, for a further twenty years. The report makes the following statements:—

'United States Express Company is not a corporation. It is an incorporated association, or partnership, of persons associated together to do an express business, each with full partnership liability for the Company's obligations. It was organized in the State of New York, but not pursuant to Statute either general or special, but pursuant to an agreement among its members.'

'At the organization of the Company its ownership was divided into 5,000 interests. From time to time, down to March, 1876, the interests were increased to 70,000. There are no records which show the details of the issue of capital shares prior to that of 1887.'

'In August, 1887, the interests were increased to 100,000. Of the increase, 15,000 constituted partial consideration for the Baltimore & Ohio Express, purchased at that time. The remaining 15,000 interests were sold for $1,000,000.'

No value is assigned to the shares of the Company, which are reported at a total of $10,000,000. A dividend was not declared in 1913. The directors are a self perpetuating body. The shareholders have not met since 1862.

The Directors of the Company on June 30 were:—Messrs. W. H. Averell, D. I. Roberts, J. W. Harriman, C. C. Tegethoff, Edward T. Platt, Frank H. Platt and Francis L. Stetson. The officers of the Company were:—President, Mr. Duncan I. Roberts; Secretary, Mr. C. C. Tegethoff; Treasurer, Mr. C. D. Martin; Counsel, Mr. B. P. Kerfoot; Comptroller, Mr. C. A. Lutz; Traffic Manager, Mr. M. T. Jones. The offices of the Company are at No. 2 Rector Street, New York.

The Company operates on 225 miles of railway in Canada, chiefly in western Ontario.

The Great Northern Express Company.

The Great Northern Express Company was organized on Jan. 1, 1892, under the General Statutes of the State of Minnesota. The head offices are at St. Paul, Minnesota.

The capital of the Company consists of 10,000 shares, of the par value of $100 each, aggregating $1,000,000. Control of the Company is vested in the Lake Superior Company, Limited, through stock ownership. Of the stock, 10,000 shares were issued for a cash consideration of $100,000.

The Directors on June 30 were:—Messrs. D. S. Elliott, Louis W. Hill, J. M. Gruber, C. R. Gray and W. P. Kenney, all of St. Paul. The officers of the Company were:—President and General Manager, Mr. D. S. Elliott; Vice-President, Mr. C. R. Gray; Secretary-Treasurer, Mr. L. E. Katzenbach ; Auditor, Mr. G. A. Yates.

The Company has an operating mileage of 673, chiefly in the Western Provinces.

Wells, Fargo and Company.

This Company was organized in the then Territory, now State, of Colorado on February 5, 1866, by an Act entitled 'an Act to Incorporate the Halladay Overland Mail and Express Company' and an Act supplemental thereto, approved January 26, 1872. The Halladay Overland Mail and Express Company, with a capital of $3,000,000, was merged with Wells, Fargo & Co., and the Pioneer Stage Company in 1866, when the capitalization was increased to $15,000,000. This capitalization was afterwards reduced to $5,000,000. Still later 30,000 shares were issued at a par value of $100 each, as advance payments of contracts.

This brought the share capital of the Company up to $8,000,000. Inconsistent as it will appear with this statement of facts, the total capitalization of the Company is stated in the report to this Department at $23,967,400, on which a dividend of ten per cent was payable on June 30.

The directors of the Company on June 30 were:—Messrs. B. D. Caldwell, C. A. Peabody, F. D. Underwood, H. E. Huntington, H. W. DeForest, W. V. S. Thorne, William Sproule, W. F. Herrin, William Mahl, Paul M. Warburg, Richard Delafield, E. A. Stedman and L. F. Loree. The officers were :—President, Mr. B. D. Caldwell; 1st Vice-President, Mr. A. Christeson; 2nd Vice-President, Mr. A. E. Stedman; Secretary, Mr. C. H. Gardiner; Treasurer, Mr. B. H. River; Comptroller, Mr. J. W. Newlean; General Manager, Mr. A. Christeson; General Auditor, Mr. Richard Burr. The head offices are in Chicago.

The operations of the Company in Canada were, on June 30, over 339 miles of railway in Canada.

The British America Express Company.

This Company came within the scope of the statistical work of the Department of Railways and Canals in 1913. It was organized on 29th May, 1900. It is controlled by the Lake Superior Corporation by acquisition of all the stock except those shares held by the directors. The capitalization consists of 1,000 shares of common stock having a par value of $100 each. The stock was issued for franchise purposes, and not for cash. Operations are limited to 89 miles of the Algoma Central and Hudson Bay Railway.

The Directors of the Company on June 30 were:—Mr. Herbert Cappell, New York; Mr. J. S. Dale, New York; Mr. T. J. Drummond, Montreal; Mr. W. C. Franz, Sault Ste Marie; Mr. Thomas Gibson, Toronto; Mr. J. T. Lea, Philadelphia; Mr. D. C. Newton, Montreal; Mr. W. C. Stewart, Montreal ; Mr. J. F. Taylor, Sault Ste. Marie; Mr. J. T. Terry, New York, and Mr. W. K. Whigham, New York.

The officers of the Company were:—President, Mr. T. J. Drummond; 1st Vice-President, Mr. J. Frater-Taylor; 2nd Vice-President, Mr. W. C. Franz ; Secretary, Mr. T. Gibson; Treasurer, Mr. A. H. Chilty; General Counsel, Mr. T. Gibson; Comptroller, Mr. Lionel C. Lumb; General Manager, Mr. W. C. Franz. Headquarters, Sault Ste. Marie, Ont.

OPERATING MILEAGE.

The operating mileage in Canada, as returned for the year was 32,557·48, as compared with 30,445·57 in 1911.

In addition, 17,035·02 miles were reported as attaching to outside operations, chiefly in connection with ocean going steamers.

The division of mileage for 1911, 1912 and 1913 was as follows:—

	1911.	1912.	1913.
Over steam roads	25,377·90	26,855·30	29,476·62
" electric lines	213·81	278·61	212·61
" steamboat lines	1,792·00	3,161·50	2,743·50
" stage lines	146·00	146·91	122·00
Miscellaneous	55·75	3·25	2·75
	27,585·46	30,445·57	32,557·48

The operating mileage for 1911, 1912 and 1913 was distributed among the various Provinces as follows:—

	1911.	1912.	1913.
New Brunswick	1,119·42	1,378·41	2,103·28
Nova Scotia	1,396·32	1,339·13	1,464·19
Prince Edward Island	298·10	213·10	558·90
Quebec	3,914·64	3,914·69	4,686·68
Ontario	9,938·20	10,245·97	10,333 56
Manitoba	3,339·04	3,608·15	3,598·71
Saskatchewan	3,034·43	3,698·20	4,174·36
Alberta	1,371·08	1,750·04	1,879·50
British Columbia	2,814·02	3,395·68	2,941·10
Yukon	59·48	601·48	692·70
Foreign	300·72	300·72	.....
Total	27,585·46	30,445·57	32,557·48

The foregoing operating mileage was divided among the various companies as follows:—

	1911.	1912.	1913.
American Express Company	1,252 43	1,290 43	1,175 09
British America Express Company	.....	.....	89 00
Canadian Express Company	7,231 30	7,406 31	6,926 51
Canadian Northern Express Company	4,422 29	5,255 49	5,762 25
Dominion Express Company	13,709 33	14,604 88	16,765 73
Great Northern Express Company	575 40	661 86	672 76
United States Express Company	224 84	224 84	224 84
Wells, Fargo and Company	90 70	921 60	941 30
National Express Company	80 16	80 16	.....
Total	27,585 46	30,445 57	32,557 48

CAPITAL AND COST.

The capitalization of distinctly Canadian express companies, apart from American companies operating in Canada, on June 30, 1913, was $4,845,200. All but $40,000 of this consisted of common stock. The increase over 1912 was $100,000. The total was made up as follows:—

British America Express Company	$ 100,000
Canadian Express Company	1,705,000
Canadian Northern Express Company	1,000,000
Dominion Express Company	2,000,000
	$ 4,805,000

To this aggregate should be added the $40,000 of funded debt attaching to the Dominion Express Company.

The returns made show that $2,865,200 was realized in cash for the $4,805,200 of common stock outstanding; but it is quite clear that only an exceedingly small percentage of the total was invested in physical property or equipment. Practically everything needed to carry on an express business seems to have been provided out of earnings. There is no escape from the con-

clusion that the establishment of an express service by the railways concerned—chiefly the Canadian Pacific, the Grand Trunk and the Canadian Northern—has not involved on their part the outlay of any considerable amount of capital.

Real property and equipment was, in 1913, given a cash valuation of $2,938,789.15—an increase of $270,265.33 for the year. This is property and equipment used only "in operation," and does not include investments made in other properties. The account is made up as follows:—

Real estate used in operation		$ 760,200 00
Building and fixtures		1,265,276 19
Equipment:—		
Horses	$ 201,066 26	
Vehicles	262,841 28	
Other equipment	449,405 42	913,312 96
Total		$2,938,789 15

Table No. 3 will show the distribution of the foregoing total among the various companies.

REVENUE AND OPERATING EXPENSES.

Gross receipts from operation in 1913 amounted to $12,827,478.96, as compared with $10,994,418.10 in 1912.

Express privileges were returned at $5,708,408.23. This was the sum paid by express companies to railways and other carriers for the right to carry on business over their lines. It was equal to 44·50 per cent of gross earnings. By companies the ratio of express privileges to gross earnings was as follows:—

American	48·6
British America	40·0
Canadian	44·2
Canadian Northern	38·9
Dominion	44·6
Great Northern	59·2
United States	47·3
Wells, Fargo & Co	50·0

The contracts with carriers show variations all the way between 30 per cent and 60. Some of them are at a rate per 100 pounds. Others are on a basis of a percentage relationship to freight charges. It would be quite impractable to work out, from the data returned, anything in the nature of a summary of the payments for express privileges.

Operating expenses, which have nothing whatever to do with express privileges, totalled $5,743,544.73, as against $4,880,120 in 1912.

Details of revenue, express privileges and operating expenses will be found in Tables 4, 5 and 6.

The following summary of Income Account will show the financial results of operation for the year:—

	$ cts.
Gross receipts from operation	12,827,478 96
Less express privileges	5,708,408 23

	$ cts.
Operating revenue	7,119,070 73
Operating expenses	5,743,544 73
Net operating revenue	1,375,526 00
Net revenue from outside operations	45,891 37
Total net revenue	1,421,417 37
Less taxes	103,137 74
Balance for the year	1,318,279 63

The foregoing balance for the year included the following items of net revenue to the credit of purely Canadian Companies:—

British America	$ 961 16
Canadian	340,957 47
Canadian Northern	218,839 37
Dominion	831,892 03

Net earnings were equal to 10·27 per cent of gross earnings. Having reference to capital liability—the character of which has been dealt with—net earnings gave the following results to Canadian Companies:—

—	Capital Liability.	Percentage of Net Revenue.
	$	
British America Express Company	100,000	10·4
Canadian Express Company	1,705,200	18·4
Dominion Express Company	2,040,000	38·8
Canadian Northern Express Company	1,000,000	21·3

The Dominion Express Company paid a dividend of 10 per cent on $2,000,000 of common stock; while the Canadian Northern paid a dividend during the year —presumably out of accumulated net revenue—of $954,356.06. None of the other companies declared a dividend during the year. The general disposition made of net income is shown in Table 4.

Following is a summary of operating revenues for the year 1913:—

Revenue from transporation—		
Express revenue		$12,400,034 52
Miscellaneous		34,286 69
Total		$12,434,321 21
Other than transportation—		
Money orders, domestic	$173,260 98	
" " foreign	21,137 18	
Travellers' cheques, domestic	23,145 23	
" " foreign	2,892 04	
C. O. D. cheques	98,779 65	
Other earnings	73,942 67	
		392,957 75
Gross revenue		$12,827,478 96

Following is a comparative statement of revenues from other sources than transportation in 1911, 1912 and 1913:—

	1911.	1912.	1913.
	$ cts.	$ cts.	$ cts.
Money orders—domestic	181,395 28	201,534 88	173,260 98
Money orders—foreign	16,985 06	18,056 02	21,137 18
Travellers' cheques—domestic	2,895 74	2,806 60	23,145 23
Travellers' cheques—foreign	1,186 21	2,714 92	2,892 04
C.O.D. cheques	39,701 71	83,791 24	98,779 65
Other earnings	26,149 59	68,138 64	73,942 67
Total	268,313 59	377,042 30	393,157 75

Operating expenses, apart from express privileges, amounted to $5,743,544.73. The distribution of these expenses in 1913 and the two preceding years was as follows:—

	1911.	1912.	1913.
	$ cts.	$ cts.	$ cts.
Maintenance	33,721 75	214,489 59	146,268 89
Traffic expenses	104,307 20	94,186 61	160,203 25
Transportation expenses	3,871,901 69	4,075,515 28	4,918,556 48
General expenses	141,297 27	495,928 52	518,516 11
Total	4,151,227 91	4,880,120 00	5,743,544 73

While details of operating expenses will be found for each company in Table 6, following is a summary of items under the four divisional heads:—

MAINTENANCE.

	1911.	1912.	1913.
	$ cts.	$ cts.	$ cts.
Superintendence	312 19	9,392 13	4,412 79
Buildings, fixtures and grounds	90 68	121,287 00	9,658 41
Office equipment	1,313 53	11,836 77	21,232 94
Horses	3,038 87	11,636 62	17,775 45
Vehicles—repairs	11,165 15	45,020 44	61,143 50
Vehicles—renewals	558 17	2,880 75	17,307 27
Stable equipment	2,218 01	9,416 48	12,088 20
Transportation equipment	547 73	2,516 76	2,336 11
Other expenses	87 23	174 58	8 44
Undistributed	14,390 19	328 06	295 83
Joint facilities, Dr			9 95
Total	$33,721 75	214,489 59	146,268 89

TRAFFIC EXPENSES.

	1911. $ cts.	1912. $ cts.	1913. $ cts.
Superintendence	55,631 57	51,809 37	60,579 99
Outside agencies	4,162 55	6,948 20	8,255 65
Advertising	8,081 56	12,805 80	16,615 26
Traffic associations	3,700 66	6,170 72	4,359 45
Stationery and printing	12,859 38	16,159 89	70,232 67
Other expenses	13,532 00	131 67	12 05
Undistributed	6,339 48	160 96	148 18
Total	$104,307 20	94,186 61	160,203 25

TRANSPORTATION EXPENSES.

	1911. $ cts.	1912. $ cts.	1913. $ cts.
Superintendence	1,202,400 59	174,208 91	239,643 37
Office employees	278,461 55	960,871 05	1,243,743 76
Commissions	357,009 65	720,315 68	804,193 85
Waggon employees	138,378 99	458,835 65	565,328 74
Office supplies and expenses	26,082 42	111,691 01	151,025 66
Rent of local offices	37,645 62	467,264 18	492,101 92
Stable employees	10,282 47	43,356 78	55,412 35
Stable supplies and expenses	441,178 43	340,959 37	407,762 46
Train employees	157,788 13	454,508 84	529,874 40
Train supplies and expenses	2,286 13	4,179 58	6,523 45
Transfer employees	2,345 36	46,962 88	83,719 22
Transfer expenses	59,711 74	41,378 26	16,727 73
Stationery and printing	97,592 79	113,857 81	165,370 37
Loss and damage—freight	76,840 97	107,297 41	156,631 84
Loss and damage—money	361 31	15,976 32	7,252 40
Damage to property	54 77	631 98	1,187 56
Injuries to persons	680 64	5,752 91	3,557 02
Other expenses	618,524 04	4,052 04	4,634 03
Undistributed	364,270 09	3,414 62	3,425 26
Joint faiclities, Cr.			—19,558 91
Total	3,871,901 69	4,075,505 28	4,918,556 48

GENERAL EXPENSES.

	$ cts. 1911.	$ cts. 1912.	$ cts. 1913.
Salaries and expenses of general officers.	27,575 46	66,010 00	63,507 40
Salaries and expenses of clerks, &c.	50,438 05	264,687 18	284,993 26
General office supplies and expenses	14,779 04	37,885 63	39,875 74
Law expenses	2,199 99	9,376 61	3,859 74
Insurance	6,204 71	28,563 18	11,465 93
Pensions	6,006 11	48,085 59	56,412 47
Stationery and printing	2,950 72	21,116 54	21,441 14
Other expenses	576 73	19,677 63	36,495 50
Undistributed	30,566 46	526 16	464 93
Total	141,297 27	495,928 52	518,516 11

Taking out the items of salaries and wages from the foregoing summaries, it will be found that they total $3,131,215.28. To this might fairly be added the item of commissions—$804,193.85—which represents remuneration for services rendered. The final aggregate is $3,935,409.13, which was equal to 68·5 per cent of operating expenses.

FINANCIAL PAPER.

The aggregate amount of financial paper issued by express companies in Canada in 1913 was $65,044,193.61, as compared with $56,995,122.78 in 1912. The number and amounts of the various classes of financial paper in 1911, 1912 and 1913 were as follows:—

Financial Paper.	1911. Amount.	1912. Amount.	1913. Amount.
	$ cts.	$ cts.	$ cts.
Money orders—domestic	43,361,803 54	45,620,681 99	49,773,324 10
" foreign	2,205,980 16	2,698,796 91	3,510,668 14
Travellers' cheques—domestic	998,051 35	1,279,085 66	1,771,904 82
" foreign	1,200,930 00	1,051,621 00	1,416,201 30
C. O. D. Cheques	3,639,778 93	5,514,821 50	7,309,889 02
Telegraphic transfers	113,726 91	182,770 07	286,853 43
Letters of credit issued	156,921 01	142,166 30	69,801 96
Other forms	488,660 67	505,179 35	905,550 84
	52,165,852 57	56,995,122 78	65,044,193 61

There were 3,409 express offices in Canada in 1913, and 6,340 offices all told at which financial paper was available.

EQUIPMENT.

Information with regard to equipment in 1912 and 1913 will be found in the following tabular statement:—

Equipment.	1912. Number.	1912. Value.	1913. Number.	1913. Value.
		$ cts.		$ cts.
Automobiles	2	7,516 00	4	10,905 63
Car safes, stationary	123	24,097 21	125	24,097 21
Double wagons	108	32,401 83	157	44,090 83
Four wheel trucks	2,021	59,675 47	2,381	72,513 25
Horses	1,245	160,879 36	1,084	203,921 26
Messengers' safes	652	16,426 21	801	18,005 51
Messengers' packing trunks	1,051	17,791 54	172	26,301 64
Office furniture, &c		67,362 30		80,125 82
Office safes	1,095	127,153 56	1,112	115,239 42
Single wagons	699	53,300 37	854	149,500 89
Sleighs	686	27,055 15	841	61,085 18
Stable equipment				32,539 34
All other equipment		66,655 70		86,785 85

TAXES.

The tax bill of express companies operating in Canada amounted to $103,137.74 in 1913, as compared with $87,488.58 in 1912. The distribution by provinces was as follows:—

	1912.	1913.
	$ cts.	$ cts.
New Brunswick	1,129 58	946 94
Nova Scotia	440 69	3,135 92
Prince Edward Island	280 20	342 50
Quebec	21,156 53	25,619 04
Ontario	46,755 72	56,693 49
Manitoba	3,377 83	3,377 80
Saskatchewan	2,146 75	1,270 67
Alberta	1,695 19	1,560 43
British Columbia	1,820 00	2,292 26
Yukon	.....	60 51
Foreign	3,671 71	2,488 37
Undistributed	4,964 39	.....
	87,488 58	103,137 74

CONCLUSION.

The details of all accounts which have been dealt with in this introduction will be found in the tables attached hereto.

I have the honour to be sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

TABLE 1.—STATEMENT of Operating Mileage and Mileage by Provinces for the year ending June 30, 1913.

1	2	3	4	5	6	7	8
Name of Express Company.	Mileage over Steam Roads.	Mileage over Electric Lines.	Mileage over Steamboat Lines.	Mileage over Stage Lines.	Mileage over Miscellaneous Lines.	Total Mileage.	Mileage Covered by Outside Operation.
1 American*	1,004·84	29·00	140·50		0·75	1,175·09	
2 British America	89·00					89·00	
3 Canadian	6,101·51	66·00	735·00	22·00	2·00	6,926·51	2·887·02
4 Canadian Northern	5,740·25	22·00				5,762·25	
5 Dominion	15,334·12	95·61	1,236·00	100·00		16,765·73	14,148·00
6 Great Northern	642·76		30·00			672·76	
7 United States	224·84					224·84	
8 Wells, Fargo & Co	339·30		602·00			941·30	
Total	29,476·62	212·61	2,743·50	122·00	2·75	32,557·48	17,035·02

*Including National Express Co.

TABLE 1.—STATEMENT of Operating Mileage and Mileage by Provinces for the Year ending June 30, 1913.—*Con.*

	9	10	11	12	13	14	15	16	17	18	19	20
Name of Express Company.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia	Yukon.	Foreign.	Total. Mileage.
1 American*	40·00	.....	.....	358·26	776·83	.....	.....	.....	.....	.....	.....	1175·09
2 British America	.....	.....	.....	.....	89·00	.....	.....	.....	.....	.....	.....	89·00
3 Canadian	590·50	634·20	298·10	1,337·71	4,066·00	.....	.....	.....	.....	.....	2,887·02	9,813·53
4 Canadian Northern	.....	.....	.....	582·15	1,032·69	1,780·25	1,860·56	463·10	.....	.....	*43·50	5,762·25
5 Dominion	1,472·78	829·99	260·80	2,408·56	3,895·60	1,581·60	2,313·80	1,416·40	2,505·20	.....	14,229·00	30,913·73
6 Great Northern	.....	.....	.....	.....	.....	236·86	.....	.....	435·90	.....	.....	672·76
7 United States	.....	.....	.....	.....	224·84	.....	.....	.....	.....	.....	.....	224·84
8 Wells, Fargo & Co	.....	.....	.....	.....	248·60	.....	.....	.....	.....	692·70	.....	941·30
Total	2,103·28	1,464·19	558·90	4,686·68	10,333·56	3,598·71	4,174·36	1,879·50	2,941·10	692·70	17,159·52	49,592·50

*Including National Express Co.

Table 2.—Summary Statement of Capital for the Year ending June 30, 1913.

1	2	3	4	5	6	7	8	9	10	11	12
Name of Express Company	Stocks.			Funded Debt.							
	Common Amount Outstanding	Preferred Amount Outstanding	Total Amount Outstanding	Proportion to Total Capital.	Amount Outstanding	Proportion to Total Capital.	Designation.			Total Capital.	Total. Cash Realized on Stocks.
							Bonds.	Income Bonds.	Miscellaneous Obligations.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1 American*											
2 British America	100,000 00		100,000 00							100,000 00	
3 Canadian	1,705,200 00		1,705,200 00							1,705,200 00	865,200 00
4 Canadian Northern	1,000,000 00		1,000,000 00							1,000,000 00	
5 Dominion	2,000,000 00		2,000,000 00		40,000 00				40,000 00	2,040,000 00	2,000,000 00
6 Great Northern											
7 United States											
8 Wells, Fargo & Co											
Total	4,805,200 00		4,805,200 00		40,000 00				40,000 00	4,845,200 00	2,865,200 00

*Including National Express Co.

TABLE 3.—COST of Real Property and Equipment to and including Year ending June 30, 1913.

1	2	3	4	5	6	7	8	9
Name of Express Company.	ACCOUNT.							
	Real Estate used in Operation.	Buildings and Fixtures. used in Operation.	EQUIPMENT.					Total Cost.
			Cars.	Horses.	Vehicles.	Other Equipment.	Total Equipment.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1 American*								
2 British America						168 72	168 72	168 72
3 Canadian	260,200 00			45,765 36	51,526 79	53,375 98	150,668 13	410,868 13
4 Canadian Northern		3,352 09		22,732 20	23,116 46	43,513 05	89,361 71	92,713 80
5 Dominion	500,000 00	1,261,924 10		131,758 70	187,487 33	350,895 63	670,141 66	2,432,065 76
6 Great Northern				810 00	710 70	1,452 04	2,972 74	2,972 74
7 United States								
8 Wells, Fargo & Co								
Total	760,200 00	1,265,276 19		201,066 26	262,841 28	449,405 42	913,312 96	2,938,789 15

*Including National Express Co.

TABLE 4.—SUMMARY Statement of Income Account for the Year ending June 30, 1913.

1	2	3	4	5	6	7	8	9
	ACCOUNT.							
Name of Express Company.	Gross Receipts from Operation.	Express Privileges Dr.	Operating Revenues.	Operating Expenses.	Net Operating Revenue.	Net Revenue from Outside Operations.	Total Net Revenue.	Taxes.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.
1 *American	878,507 82	427,367 05	451,140 77	434,027 97	17,112 80	.....	17,112 80	5,349 81
2 British America	2,420 31	967 92	1,452 39	491 23	961 16	.....	961 16	.....
3 Canadian	3,433,602 06	1,518,292 18	1,915,309 88	1,574,352 41	340,957 47	.....	340,957 47	33,330 95
4 Canadian Northern	957,275 85	372,602 96	584,672 89	365,833 52	218,839 37	.....	218,839 37	6,316 85
5 Dominion	7,419,872 25	3,313,088 06	4,106,784 19	3,320,783 53	786,000 66	45,891 37	831,892 03	55,121 95
6 Great Northern	96,291 88	57,034 29	39,257 59	29,787 04	9,470 55	.....	9,470 55	1,117 98
7 United States	26,547 87	12,575 31	13,972 56	13,934 83	37 73	.....	37 73	1,653 14
8 Wells, Fargo & Co	12,960 92	6,480 46	6,480 46	4,334 20	2,146 26	.....	2,146 26	247 06
Total	12,827,478 96	5,708,408 23	7,119,070 73	5,743 544 73	1,375,526 00	45,891 37	1,421,417 37	103,137 74

*Including National Express Co.

TABLE 4.—SUMMARY STATEMENT of Income Account for the Year ending June 30, 1913.

		10	11	12	13	14	15	16	17	18	19
	Name of Express Company.	ACCOUNT.									
		Operating Income.	Other Income.	Gross Corporate Income.	Deductions from Gross Income.	Net Corporate.	Dividends.	Additions and Betterments.	Miscellaneous Appropriations.	Property Renewal.	Balance for Year.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts
1	*American	11,762 99	.....	11,762 99	.....	11,762 99	.....	.....	.....	.....	11,762 99
2	British America	961 16	13	11 974 27	.....	974 27	.....	.....	.....	.....	974 27
3	Canadian	307,626 52	.....	307,626 52	.....	307,626 52	.....	.....	114,665 08	.....	192,961 44
4	Canadian Northern	212,522 52	.....	212,522 52	643 78	211,878 74	.....	.....	.....	.....	211,878 74
5	Dominion	776,770 08	137,707	94914,478 02	.....	914,478 02	300 000 00	.....	240,000 00	160,000 00	214,478 02
6	Great Northern	8,352 57	.....	8,352 57	.....	8,352 57	.....	.....	.....	.....	8,352 57
7	United States	Dr. 1,615 41	.....	Dr. 1,615 41	.....	Dr. 1,615 41	.....	.....	.....	.....	Dr. 1,615 41
8	Wells, Fargo & Co	1,899 20	.....	1,899 20	.....	1,899 20	.....	.....	.....	.....	1,899 20
	Total	1,318,279 63	137,721 05	1,456,000 68	643 78	1,455,356 90	300,000 00	.....	354,665 08	160,000 00	640,691 82

*Including National Express Co.

Table 5.—Summary Statement of Operating Revenues for the Year ending June 30, 1913.

1	2	2	4	5	6	7	8	9	10	11	12	13
	Revenue from Transportation.			Revenue from Operation Other Than Transportation.								
Name of Express Company.	Express Revenue.	Miscellaneous Transportation.	Total Revenue from Transportation.	Money Orders. Domestic.	Money Orders. Foreign.	Travellers' Cheque Domestic.	Travellers' Cheques. Foreign.	C.O.D. Cheques.	Other Earnings.	Gross Receipts from Operation.	Express Privileges. Dr.	Total Operating Revenues.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1 *American	841,028 12	.....	841,028 12	5,884 80	.....	222 31	766 58	6,942 27	23,663 74	878,507 82	427,367 05	451,140 77
2 British America	2,420 31	.....	2,420 31	.....	.....	.....	.....	.....	.....	2,420 31	967 92	1,452 39
3 Canadian	3,346,320 38	.....	3,346,320 38	46,969 74	.....	.....	712 46	21,532 00	18,067 48	3,433,602 06	1,518,292 18	1,915,309 88
4 Canadian Northern	925,796 42	.....	925,796 42	.....	.....	17,60735	.....	13,275 61	596 47	957,275 85	372,602 96	584,672 89
5 Dominion	7,150,612 80	34,286 69	7,184,899 49	119,304 87	21,121 76	5,315 57	1,413 00	56,817 39	31,000 17	7,419,872 25	3,313,088 06	4,106,784 19
6 Great Northern	94,347 70		94,347 70	1,101 57	15 42	.....	.....	212 38	614 81	96,291 88	57,034 29	39,257 59
7 United States	26,547 87	.....	26,547 87	.....	.....	.....	.....	.....	.....	26,547 87	12,575 31	13,972 56
8 Wells, Fargo & Co	12,960 92	.....	12,960 92	.....	.....	.....	.....	.....	.....	12,960 92	6,480 46	6,480 46
Total	12,400,034 52	34,286 69	12,434,321 21	173,260 98	21,137 18	23,145 23	2,892 04	98,779 65	73,942 67	12,827,478 96	5,708 408 23	7,119,070 73

TABLE 6.—SUMMARY Statement of Operating Expenses for the Year ending June 30, 1913.

1	2	3	4	5	6	7	8	9	10	11	12	13
	MAINTENANCE.											
Name of Express Company.	Superintendence.	Buildings, Fixtures and Grounds.	Office Equipment.	Cars Repairs.	Cars Renewals.	Horses.	Vehicles Repairs.	Vehicles Renewals.	Stable Equipment.	Transportation Equipment.	Other Expenses.	Maintaining Joint Facilities.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1 *American	643 43	3,370 44	2,336 60	.....	.....	3,537 57	5,914	625,566 60	949 62	40 43	8 44	58 17
2 British America	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3 Canadian	.....	.....	7,210 61	.....	.....	11,994 50	20,728 98	11,680 85	4,931 83	331 30	.....	.....
4 Canadian Northern	.....	1,595 74	1,378 75	.....	.....	1,260 00	3,853 10	.....	924 67	144 47	.....	.....
5 Dominion	3,613 80	4,661 61	10,029 25	.....	.....	670 00	30,202 32	.....	5,156 83	1,730 28	.....	.....
6 Great Northern	154 17	13 90	216 42	.....	.....	182 39	203 41	30 56	79 26	75 69	.....	21 12
7 United States	1 39	16 72	61 31	.....	.....	130 99	241 07	29 26	45 99	13 94	.....	.....
8 Wells, Fargo & Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	4,412 79	9,658 41	21,232 94	.....	.....	17,775 45	61,143 50	17,307 27	12,088 20	2,336 11	8 44	79 29

*Including National Express Co.

Table 6.—Summary Statement of Operating Expenses for the Year ending June 30, 1913.

	14	15	16	17	18	19	20	21	22	23	24	25	26
		Maintenance—*Con.*		Traffic Expenses.							Transportation Expenses.		
	Name of Express Company.	Maintaining Joint Facilities. Cr.	Total Maintenance.	Superintendence.	Outside Agencie.	Advertising.	Traffic Associations.	Stationery and Printing.	Other Expenses.	Total Traffic.	Superintendence.	Office Employee	Commissions.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	*American	62 90	22,363 02	3,858 85	2,973 32	1,036 06	171 66	655 78	0 70	8,696 37	20,285 99	95,630 92	34,184 16
2	British America	.....	.....	.....	.....	.....	.....	5 95	.....	5 95	.....	.....	90 00
3	Canadian	.....	56,878 07	3,960 00	3,557 99	1,908 05	1,474 51	2,058 17	.....	12,958 72	52,893 40	347,213 61	343,015 22
4	Canadian Northern	.....	9,156 73	2,869 18	.....	526 04	909 08	1,554 07	.....	5,858 37	15,962 88	75,822 43	80,918 27
5	Dominion	.....	56,064 09	49,462 70	1,215 23	13,102 02	1,782 87	65,859 18	11 35	131,433 35	148,794 55	716,643 51	338,575 54
6	Great Northern	6 44	970 48	354 01	426 90	31 94	14 36	63 29	.....	890 50	1,281 53	4,944 01	5,859 71
7	United States	.....	540 67	75 25	82 21	11 15	6 97	36 23	.....	211 81	425 02	3,489 28	1,550 95
8	Wells, Fargo & Co	.....	†295 83	.....	.....	.....	.....	.....	.....	148 18	.....	.....	.....
	Total	69 34	146,268 89	60,579 99	8,255 65	16,615 26	4,359 45	70,232 67	12 05	160,203 25	239,643 37	1,243,743 76	804,193 85

*Including National Express Co.
†Not distributed.

TABLE 6.—SUMMARY Statement of Operating Expenses for the Year ending June 30, 1913—*Continued.*

27	28	29	30	31	32	33	34	35	36	37	38	39
Name of Express Company.	TRANSPORTATION EXPENSES—*Continued.*											
	Wagon Employees.	Office Supplies and Expenses.	Rent of Local Offices.	Stable Employees.	Stable Supplies and Expenses.	Train Employees.	Train Supplies and Expenses.	Transfer Employees.	Transfer Expenses.	Stationery and Printing.	Loss and Damage Freight.	Loss and Damage Money.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1 *American	58,172 92	12,743 40	17,552 98	8,280 51	32,501 42	28,949 68	1,508 98	29,831 03	2,237 89	9,278 94	17,327 57	217 91
2 British America	87 48	.....	.....	.....	.....	177 10	.....	.....	.....	104 80	.....	.....
3 Canadian	166,975 53	40,439 72	41,003 47	15,195 67	102,018 51	159,395 65	1,700 00	33,154 96	.....	45,941 83	39,729 51	1,033 26
4 Canadian Northern	43,384 68	4,764 83	11,374 07	2,222 05	22,766 50	48,556 96	265 01	2,218 25	774 40	12,449 10	4,500 16	48 52
5 Dominion	290,395 82	92,244 29	420,408 37	29,201 58	247,374 89	288,060 43	2,971 27	17,692 00	13,714 05	96,443 93	93,978 29	5,942 09
6 Great Northern	4,156 59	459 97	1,220 97	246 38	1,709 05	3,745 21	71 22	604 20	.....	806 19	552 85	5 05
7 United States	2,155 72	373 45	542 06	266 61	1,392 09	989 37	6 97	218 78	1 39	345 58	543 46	5 57
8 Wells, Fargo & Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	565,328 74	151,025 66	492,101 92	55,412 35	407,762 46	529,874 40	6,523 45	83,719 22	16,727 73	165,370 37	156,631 84	7,252 40

*Including National Express Co.

TABLE 6.—SUMMARY Statement of Operating Expenses for the Year ending June 30, 1913.—*Continued.*

	40	41	42	43	44	45	46	47	48	49	50	51	52
	Name of Express Company.	TRANSPORTATION EXPENSES—*Continued.*						GENERAL EXPENSES.					
		Damage to Property.	Injuries to Persons.	Other Expenses.	Operating Joint Facilities. Dr.	Operating Joint Facilities. Cr.	Total Transportation.	Salaries and Expenses General Officers.	Salaries and Expenses Clerks and Attendants.	General Office Supplies and Expenses.	Law Expenses.	Insurance.	Pensions.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	*American	263 92	959 10	519 37	2,550 42	4,393 45	368,603 66	3,426 30	20,510 74	1,838 71	1,861 42	3,409 66	1,814 53
2	British America	.....	.....	8 23	.....	.....	467 61	.....	4 50	.....	.....	.....	.....
3	Canadian	196 23	698 76	.....	.....	.....	1,390,605 33	23,795 21	60,362 71	14,783 12	508 01	4,742 42	6,000 00
4	Canadian Northern	328 08	150 00	733 79	.....	3,565 49	323,674 49	3,667 67	18,914 90	865 44	Cr. 19 34	2,912 05	.....
5	Dominion	386 94	1,624 79	3,354 52	857 35	15,615 06	2,793,049 15	32,380 95	183,609 06	22,229 65	1,400 73	226 52	48,589 58
6	Great Northern	6 82	85 35	.....	835 14	227 82	26,362 42	131 37	1,103 64	97 50	29 49	141 84	.....
7	United States	5 57	39 02	18 12	.....	.....	12,368 56	105 90	487 71	61 32	79 43	33 44	8 36
8	Wells, Fargo & Co	.....	.....	.....	.....	.....	3,425 26	.....	.....	.....	.....	.....	.....
	Total	1,187 56	3,557 02	4,634 03	4,242 91	23,801 82	4,918,556 48	63,507 40	284,993 26	39,875 74	3,859 74	11,465 93	56,412 47

*Including National Express Co.

TABLE 6.—SUMMARY Statement of Operating Expenses for the Year ending June 30, 1913—*Concluded.*

53	54	55	56	57	58	59	60	61	62	63
	GENERAL EXPENSES—*Continued.*					RECAPITULATION OF EXPENSES.				
Name of Express Company.	Stationery and Printing.	Other Expenses.	General Administration Joint Facilities. Dr.	General Administration Joint Facilities. Cr.	Total General Expenses.	Maintenance	Traffic Expenses.	Transportation Expenses.	General Expenses.	Total Operating Expenses.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1 *American	495 90	1,007 66			34,364 92	22,363 02	8,696 37	368,603 66	34,364 92	434,027 97
2 British America	13 17				17 67		5 95	467 61	17 67	491 23
3 Canadian	3,118 82	600 00			113,910 29	56,878 07	12,958 72	1,390,605 33	113,910 29	1,574,352 41
4 Canadian Northern	594 71	208 50			27,143 93	9,156 73	5,858 37	323,674 49	27,143 93	365,833 52
5 Dominion	17,141 89	34,658 56			340,236,94	56,064 09	131,433 35	2,793,049 15	340,236 94	3,320,783 53
6 Great Northern	52 96	6 84			1,563 64	970 48	890 50	26,362 42	1,563 64	29,787 04
7 United States	23 69	13 94			813 79	540 67	211 81	12,368 56	813 79	13,934 83
8 Wells, Fargo Co					464 93	295 83	148 18	3,425 26	464 93	4,334 20
Total	21,441 14	36,495 50			518,516 11	146,268 89	160,203 25	4,918,556 48	518,516 11	5,743,544 73

*Including National Express Co.

TABLE 7.—SUMMARY Statement of Taxes and Assessments by Provinces for the Year ending June 30, 1913.

1	2	3	4	5	6	7	8	9	10	12	11	13
	Name of Express Company.	PROVINCES.										
		New Brunswick.	Nova Scotia.	Prince Edward Island.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia	Yukon.	Foreign.	Total Amount.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	*American												5,349 81
2	British America												
3	Canadian	467 28	2,201 00	265 00	3,222 62	24,043 89	347 00	10 00	250 00	250 00		2,274 16	33,330 95
4	Canadian Northern				415	994,623 38	671 25	142 02	250 00			†214 21	6,316 85
5	Dominion	479 66	934 92	77 50	21,980 43	26,373 08	2,090 55	1,118 65	1,060 43	1,006 73			55,121 95
6	Great Northern						269 00			848 98			1,117 98
7	United States					1,653 14							1,653 14
8	Wells, Fargo & Co									186 55	60 51		247 06
	Total	946 94	3,135 92	342 50	25,619 04	56,693 49	3,377 80	1,270 67	1,560 43	2,292 26	60 51	2,488 37	103,137 74

*Including National Express Co.

TABLE 8.—SUMMARY Statement of Equipment Owned for the Year ending June 30, 1913.

	1	2		3		4		5		6		7		8	
	Name of Express Company.	Automobiles.		Cars.		Car safes, Stationary.		Double Wagons.		Four-wheel Trucks.		Horses and other Draft Animals.		Messenger's Safes.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
					$ cts.		$ cts.		$ cts.		$ cts.		x $ cts.		$ cts.
1	*American									78	1,153 25	15	2,705 00	32	429 50
2	British America														
3	Canadian					4	375 00	58	10,565 60	605	11,475 00	397	45,765 36	213	2,742 70
4	Canadian Northern	1	3,016 00			27	827 00	27	6,150 00	145	6,191 89	86	22,732 20	55	2,054 17
5	Dominion	3	7,889 63			94	22,895 21	72	27,372 23	1,524	53,163 11	578	131,758 70	494	12,700 84
6	Great Northern									14	350 00	6	810 00	4	54 30
7	United States									15	180 00	2	150 00	3	24 00
8	Wells, Fargo & Co														
	Total	4	10,905 63			125	24,097 21	157	44,090 83	2,381	72,513 25	1,084	203,921 26	801	18,005 51

*Including National Express Co.

TABLE 8.—SUMMARY Statement of Equipment Owned for the Year ending June 30, 1913.—*Continued.*

	Name of Express Company.	9		10		11		12		13		14		15		16	17
		Messenger's Packing Trucks.		Office Furniture and Fixtures.		Office Safes.		Single Wagons.		Sleighs.		Stable Equipment.		All Other Equipment.		Total Number.	Total Amount.
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
			$ cts.		$ cts.		$ cts.		$ ctsl		$ cts.		$ cts.		$ cts.		$ cts.
1	*American	.....	.....	162	1,315 61	23	693 00	18	2,000 00	11	401 25	18	290 50	73	489 97	430	9,478 08
2	British America	.....	.....	....	.....	1	143 38	....	.....	....	.....	....	.....	....	25 34	1	168 72
3	Canadian	368	4,468 99	....	14,222 88	221	13,610 00	301	30,620 30	265	10,340 89	229	5,802 31	....	679 10	2,661	150,668 13
4	Canadian Northern	22	428 97	....	5,583 80	189	19,133 31	44	8,365 50	60	5,581 96	....	3,545 00	....	5,748 91	656	89,361 71
5	Dominion	1,332	21,401 68	....	58,751 44	661	79,922 45	480	107,528 14	500	44,697 33	....	22,759 52	....	79,301 38	5,738	670,141 66
6	Great Northern	1	2 00	....	104 09	10	565 70	5	686 95	1	23 75	....	62 30	....	313 65	41	2,972 74
7	United States	.....	.....	....	69 00	5	200 00	6	300 00	4	40 00	....	.....	....	227 50	35	1,190 50
8	Wells, Fargo & Co	.....	.....	....	79 00	2	971 58	....	.....	....	.....	....	79 71	....	.....	2	1,130 29
	Total	1,723	26,301 64	162	80,125 82	1,112	115,239 42	854	149,500 89	841	61,085 18	247	32,539 34	73	86,785 85	9,564	925,111 83

*Including National Express Co.

TABLE 9.—SUMMARY Statement of Financial Paper

	1	2	3	4	5
	Name of Express Company.	MONEY ORDERS SOLD.		TRAVELLERS CHEQUES.	
		DOMESTIC.	FOREIGN.	DOMESTIC.	FOREIGN.
		Amount.	Amount.	Amount.	Amount.
		$ cts.	$ cts.	$ cts.	$ cts.
1	*American	1,366,777 18		858,950 00	1,017,690 00
2	British America				
3	Canadian	11,660,595 50			159,970 00
4	Canadian Northern	5,066,163 00			
5	Dominion	31,390,643 78	3,507,653 74	897,369 66	238,541 30
6	Great Northern	223,055 16	538 03		
7	United States	26,656 15		2,405 16	
8	Wells, Fargo & Co	39,433 33	2,476 37	13,180 00	
	Total	49,773,324 10	3,510,668 14	1,771,904 82	1,416,201 30

*Including National Express Co.

SESSIONAL PAPER No. 20e

Issued for the Year ending June 30, 1913.

6	7	8	9	10	11	12	13

"C.O.D." Checks Issued.	Telegraphic Transfers.	Letters of Credit Issued.	OtherForms of Remittance Paper Issued.	Total.		Number of Express Offices in Canada.	Number of Offices Having Money Orders on Sale.
				Number.	Amount.		
$ cts.	$ cts.	$ cts.	$ cts.		$ cts.		
150,587 88	18,938 73	68,957 85	120,247 80	184,146	3,602,149 44	142	112 1
.....	.....	.....	.....	.....	.....	5	 2
1,569,723 50	1,914 79	.....	420,095 48	1,085,562	13,812,299 27	896	874 3
1,061,543 62	.....	.....	.....	450,218	6,127,706 62	598	598 4
4,395,145 85	260,538 10	.....	358,551 77	2,654,308	41,048,444 20	1,680	4,690 5
89,590 32	.....	.....	.....	18,557	313,183 51	40	39 6
19,603 13	823 81	844 11	6,655 79	.....	56,988 15	36	20 7
23,694 72	4,638 00	.....	.....	8,523	83,422 42	12	7 8
7,309,889 02	286,853 43	69,801 96	905,550 84	4,401,314	65,044,193 61	3,409	6,340

TELEGRAPH STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1913

A. W. CAMPBELL,
Deputy Minister of the Department of Railways and Canals.

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1914

[No. 20F—1914.]

To Field Marshal His Royal Highness Prince ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and Strathearn, and Earl of Sussex, in the Peerage of the United Kingdom, Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; one of His Majesty's Most Honourable Privy Council; First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness Telegraph Statistics for the year ended June 30, 1913.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the report of the Comptroller of Statistics, in relation to the telegraph interests of the Dominion of Canada for the year ended June 30, 1913.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS
OTTAWA, December 20, 1913

A. W. CAMBPELL, ESQ., C.E.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Telegraph Statistics for the year ended June 30, 1913.

Reports were received from the various organizations conducting telegraph operations in Canada. These reports relate only to the commercial aspects of the telegraph business. No account is taken of telegraph systems connected wholly with railways. The schedules prescribed required information with regard to:—

Organization
Capitalization.
Cost of Property and Equipment.
Revenue from Operation.
Operating Expenses.
Balance Sheet.
Pole Mileage.
Wire Mileage.
Employees.
Messages.

Without increasing the number of schedules, it is proposed for the purpose of the next report to make elaborations suggested by the experience of the past two years.

The cable companies from which reports were received were as follows:—
Anglo-American Telegraph Company.
American Telegraph and Cable Company.
Commercial Cable Company.
Direct United States Cable Company.
Halifax and Bermudas Cable Company.
Pacific Cable Board.

The Companies operating on land were:—
Anglo-American Telegraph Company.
Canadian Northern Telegraph Company.
Canadian Pacific Railway Company's Telegraph.
Dominion Government Telegraph Service.
Grand Trunk Pacific Telegraph Company.
Great North Western Telegraph Company of Canada.
North American Telegraph Company.
Temiskaming and Northern Ontario Railway Commission.
Western Union Telegraph Company.

The Marconi Wireless Telegraph Company occupies a separate class, in that it operates on neither land nor sea.

Historical Data.

Inasmuch as this is only the second report prepared in relation to the telegraph interests of Canada, it is deemed expedient to repeat some of the historical data which were published in 1912. The facts given will be of service in affording a clear view of the telegraph situation to which the statistical matter has reference:—

The Montreal Telegraph Company.

As early as 1846, T. D. Harris, a hardware merchant of Toronto, and a few public spirited Canadian gentlemen associated themselves into a company to secure the construction of a line of Morse telegraph between Toronto and Niagara, via Hamilton and St. Catharines. The money needed was easily raised, and when at last the company was fully organized it was named 'The Toronto, Hamilton, Niagara & St. Catharines Electro Magnetic Telegraph Company,' with a capital of $16,000, and for which a suitable charter was procured. The line was built by Samuel Porter, long and favourably known in United States telegraphic circles. It will be remembered that a telegraph line between Washington and Baltimore was first opened for public business in the United States on April 1, 1845. Up to that date the line had been worked by Prof. Morse and his associates as a curiosity. Mr. Porter suspended a wire across the Niagara River to connect the wire at Queenston with Lewiston, N.Y., and built for this first Canadian Telegraph Company an honest and well appointed line. After its completion he served for a time as its Superintendent, and was later on succeeded by Percy R. Marling. Meanwhile, on the American side, David Kissock constructed a line connecting the Canadian Company's wires with Buffalo, N. Y., with William Kissock as Manager at Buffalo, and in 1852 both properties were purchased by the Montreal Telegraph Company, which had meanwhile been organized for the purpose of connecting telegraphically all the chief centres of Canadian commerce.

The Montreal Telegraph Company was organized in Montreal in 1847, with a capital of $60,000, and in March of that year Mr. O. S. Wood was invited to become its Superintendent. The company was meanwhile incorporated under a liberal charter granted by the Provincial legislature, and Andrew Shaw, a gentleman of enterprise and energy, was elected its first President. About the same time H. P. Dwight and James Dakers, the latter afterwards Secretary of the company, entered its service.

The appointment of Mr. Wood was in every way fortunate for the company. He had studied under Prof. Morse and was his first pupil. He had been connected with his brother-in-law, Mr. Ezra Cornell (who later on founded Cornell University) in the construction of American lines, and had all the practical information and experience needed in his new position. In actual work, also as an operator, in the construction and operation of the experimental lines at Washington and New York, and in erecting the first business line between Buffalo and New York in the fall of 1845, he had become familiar with all the necessities of an efficient telegraphic structure. Mr. Wood was also a man of the highest character and throughly comprehended his mission.

The construction of the line, which was at first limited to the territory between Quebec and Toronto, was assigned to Livingston & Wells, the well known Express men of New York. In this also the Montreal Telegraph Company was fortunate, inasmuch as it assured them the faithful fulfilment by experienced builders of an important service. The result of these favorable

facts was that the line of the Montreal Telegraph Company, when completed, was the first on this continent which united in it from the very start the conditions of success. The internal arrangements were also similarly complete. The instruments with which the offices were furnished were, of course, of the Morse apparatus, and were constructed by S.W. Chubbuck & Son, of Utica, N.Y., from models approved by Mr. Wood, and were of the finest workmanship, strong and durable. The reception of messages by sound had not yet been inaugurated, and was indeed still regarded with much apprehension. Recording registers were, therefore, supplied for every office. During the eighteen years of Mr. Wood's wise and prudent administration this state of thorough efficiency was preserved and gave the line a character for promptitude and reliability which established the Company as one of the most vigorous and useful of the social and commercial organizations of the country. At the close of 1847 the Montreal Telegraph Company worked 540 miles of wire, had nine offices, employed thirty five persons and had sent in all, 33,000 messages.

In 1847, Frederick Gisborne, a gentleman who early interested himself in the subject of Atlantic cable communication, started 'The British North American Electric Association.' It was designed under this organization to erect a telegraph line to connect Quebec with the lower Provinces and finally with the Atlantic coast. It was built, however, only as far as River Du Loup, 112 miles below Quebec, and there rested for some years. It was afterwards extended by John A. Torney to Woodstock, N. B. and there formed a connection with the American Telegraph Company, which, by that time had leased the lines of the Eastern Provinces. The capital stock of this Company, or Association, was $25,000. A second organization bearing the same corporate name constructed a line from Quebec to Montreal, which was, however soon after, amalgamated with the Eastern Company. These enterprises proved so utterly unproductive that the lines East of Quebec became the property of the Montreal Telegraph Company, without charge, and the Quebec and Montreal section was purchased by the same company at one-third of its cost.

About the same time, Hon. Malcolm Cameron interested himself in the construction of a line from Hamilton to London: but after a doubtful existence of eighteen months, it was abandoned and soon disappeared.

In 1849 The Montreal and Troy Telegraph Company was organized, and built a line from Montreal to the Canadian frontier and thence, via Whitehall to Troy, under what was called 'The Troy and Canada Junction Telegraph Company.' These lines were built and the Company organized by Ezra and Alonzo B. Cornell, and were worked for several years as one line in connection with the Montreal Telegraph Company. Mr. A. B. Cornell, who was a son of Ezra Cornell, during the first two years after their construction, was the Manager of the Montreal office. Mr. A. B. Cornell later on became Governor of New York State. The section of this line north of Whitehall, N.Y., became, after a few years, under a compact with the leading American lines, a part of the property of the Montreal Telegraph Company. In like manner the lines of the Vermont and Boston Telegraph Company from Rouses Point to Montreal and Odgensburg, N.Y. were acquired first by lease and then by purchase.

During all this period a number of minor companies were started here and there throughout the Provinces, all of which about as speedily expired. One of these which showed a more promising vitality was a company organized in 1850 by Joseph Aumond, and others, to construct a line of telegraph from Montreal to Bytown, now Ottawa, a distance of 125 miles. But life went roughly with it and after a few hard fought years it was purchased by the Montreal Telegraph Company at a merely nominal price. A new impetus was given to telegraph line

building in the Provinces by the passage in 1852 by the Canadian Legislature of a general telegraph law. This led to the organization of 'The Grand Trunk Telegraph Company' (this concern had no connection with the Grand Trunk Railway) under which a line was built from Buffalo to Quebec and which promised a lively opposition. This Company, however like its predecessors, dragged along during a few years when its lines were purchased by the Montreal Telegraph Company at a cost of $11,000.

Before the Grand Trunk Telegraph Company became extinct, Mr. Weller, the proprietor of a line of stage coaches, which at that time ran between Toronto and Montreal, became financially interested in the concern and thinking to improve its fortunes had the name of the company changed to 'The International Telegraph Company;' but it did no better under this title and the end came as described. With marvellous vitality, however, the purchase of this line was followed by the building of another over the same ground under what was called 'The Provincial Telegraph Company,' an organization brought into being as a branch of the 'United States Telegraph Company,' which at that period was spreading rapidly and widely through the United States. This also survived a few years, when the United States Telegraph Company becoming, in 1866, absorbed by the Western Union Telegraph Company and the 'Provincial' sold out to the Montreal Telegraph Company.

Sir Hugh Allan, who had early interested himself in the fortunes of the Montreal Telegraph Company, became its President in 1851. It is no exaggeration to say that no one man made himself more thoroughly felt in the realm of enterprise in all its most public and prominent fearures in the history of Canada than did Sir Hugh Allan. He early selected the ocean steamship, the rail and the telegraph, as the three great leading channels in which to throw the weight of an unusally energetic character.

Immediately on assuming the Presidency, Sir Hugh Allan, in concert with Mr. Wood, projected important extensions of the lines of the Company and urged the necessity and the propriety of extending the telegraph to the most remote points of the country. Lines to the frontiers of population were built. Places far remote from railroads and from the centres of commerce were made accessible, and at the close of 1875 the Company had in operation 20,000 miles of wire, 1,400 offices and 2,000 employees. The number of messages transmitted during the year preceding, in addition to millions of words in press dispatches, was 2,000,000. Under an enlightened policy and by the enlargement of the capital to $2,000,000, to provide the means of communication wherever needed, the lines of the Montreal Telegraph Company, instead of their operation being limited to Toronto and Quebec as in 1847, were extended from Sackville, N.B. to Detroit, Mich., from Montreal to Portland, Me., from Montreal to Oswego, N.Y., from Toronto to Buffalo, N.Y., and to the most northerly boundaries of Ontario.

In 1865 Mr. O. S. Wood, after a long and honourable service, resigned, when Mr. James Dakers was appointed Superintendent of the Eastern, and Mr. H. P. Dwight, Superintendent of the Western Division of the Company's Territory. The Montreal Telegraph Company could not have had a more faithful officer. There is nothing more marked in the history of the Montreal Telegraph Company than the high and faithful character of its executive officers. Still another example of this is to be found in Mr. H. P. Dwight, who had by great prudence, and ability and by rare and intelligent vigour proved himself worthy of the highest trusts. To great fidelity Mr. Dwight added a clear and steady judgment which gave him much weight in the Executive management, and which led to perfect confidence in his administrative prudence and sagacity

The Montreal Telegraph Company built its own offices at Quebec, Montreal, Ottawa and Toronto.

One of the most important measures carried out by the liberal policy of the Montreal Telegraph Company has been in the arrangement of its tariff. In doing this it has been, of course, much aided by its exceptional freedom from the drain caused by inferior construction, which in so many cases has periled the existence and maimed the service of so many companies. By absolutely refusing, also, all inducements to increase its stock, except in the acquisition and representation of actual property, it kept itself powerful for the most radical and aggressive measures. For some years prior to 1871 it had carefully and steadily reduced the basis of its tariffs as its facilities multiplied and its business increased. Thus, while the lines were extended to new regions, additional wires added to the trunk lines, new offices opened to meet the public convenience and the capital enlarged to cover the cost of new property, the tariff was correspondingly lowered without impairing the average profits of the business. And when in 1871, the Company found that the outside structure was measurably complete, that all available territory where population or commerce seemed to demand the telegraph, was covered, that the Company was utterly free from debt, it ordered on June 1st, 1871, the establishment of a uniform tariff of twenty five cents for ten words and one cent for each added word throughout its entire territory from Sarnia to Sackville. The only exception to this was an order to limit the charge on messages to places under twelve miles from any office to fifteen cents.

At the time of amalgamation with the Great North Western Telegraph Company, in 1881, the Montreal Telegraph Company owned and operated 20,479 miles of wire, had 1,507 offices, 2,625 instruments and numbered in its employ 70 female and 2,267 male employees.

The organization of the Company was as follows:—

President: Sir Hugh Allan.

Secretary: James Dakers. Treasurer: Charles Bourne.

Board of Directors.

George W. Campbell, M.D. Andrew Allan,
Peter Redpath, Hon. E. G. Penny,

General Eastern Superintendent—James Dakers, Montreal,
General Western Superintendent—H. P. Dwight, Toronto,
District Superintendents, N. W. Bethune, Ottawa; E. Pope, Quebec.

Sir Hugh Allan, the pioneer and mainstay of the Company in its early history, died in Edinburgh, Scotland, while on a visit to that city on the 9th of December, 1882. Mr. James Dakers, the faithful and capable Secretary and Superintendent, died in Montreal on the 15th of April, 1887, and Mr. O. S. Wood, the Company's first Superintendent, full of years and honours, passed away at the great age of ninety two at his home near New York City in 1906.

THE DOMINION TELEGRAPH COMPANY.

Mr. Selah Reeves, who had had considerable experience in starting telegraphic enterprises in the United States, began operations to found the Dominion

Telegraph Company in 1868. The organization of the Company under that title took place in incipient form in that year under the general laws of Canada relative to Telegraph Companies. It was organized chiefly on subscriptions said to have been obtained in Clifton, Ontario. Mr. Reeves received the contract for the construction of the lines; but after a few hundred miles had been built the work proved to be so unsatisfactory that the stockholders, at a meeting held in Quebec in 1869, cancelled the contract. By that time a few men of energy who had been drawn into the enterprise determined to endeavour to save the property from ruin and make the company a success. Under their management the contract for the further extension of the lines was given to E. Colby, of Oswego, N.Y., under a fair contract, and the wires were gradually extended until all points of importance between Buffalo, N.Y., Detroit and Quebec were connected. The Company was not thoroughly organized until January 11, 1870, when its annual meeting was held at Toronto. At that time the line was still very limited and incomplete, but had been freed from embarrassments and had been commended to public appreciation by the election of the following officers: Hon. J. McMurrich, President; J. I. McKenzie, Vice-President; Jas. Michie, Treasurer; Hon. J. H. Cameron, Consulting Counsel; Hon. M. C. Cameron, Solicitor and H. John Colles, Secretary. The Board of Directors comprised Hon. J. McMurrich A. R. McMaster. L. Moffatt, J. Michie, Hon. W. Cayley, J. I. McKenzie, A. Copp, S. Nelson and T. N. Gibbs.

The Company had been organized under the General Telegraph laws of the Dominion; but in 1871 the passage of a special act of incorporation was secured to clear away the debris of the former. In 1874 a further act was passed which granted the same rights and privileges enjoyed in the Provinces of Ontario and Quebec to the Eastern Provinces. The Company's lines terminated at Oswego, Buffalo, Detroit and Quebec and embraced 3,660 miles of line, 7,162 miles of wire and 366 offices. Its connections in the United States were with the Atlantic and Pacific and Vermont International Telegraph Companies. The Dominion Telegraph Company also had a contract for a term of years with the direct United States Cable Company, which secured it the European business of that Company for Canada. The Company finally extended its lines through Canadian territory from the cable landing at Tor Bay, Nova Scotia, via Halifax to Quebec by way of Pictou, New Glasgow, Guysboro, Cape Canso and Antigonish, to complete which $300,000 in bonds were issued.

The capital of the Dominion Telegraph Company was now $700,000. It had a pole mileage of 5,142, wire mileage 11,501, number of offices 608 and, at the time of amalgamation with the Great North Western Telegraph Company, the Board of Directors was as follows:—

Directors.—Hon. T. N. Gibbs, President; John I. McKenzie, Vice-President; Jas. Michie, Treasurer; Thos. Swinyard, Managing Director, and Hon. Wm. Cayley, W. F. McMaster, A. Copp and Lawrence Olyphant. *Local Directors.*—M. H. Gault, Montreal; and A. Joseph, Quebec. *Executive Officers.*—Thos. Swinyard, General Manager, Toronto; and Fred. Roper, Secretary, Toronto. *Divisional Superintendents.*—H. Neilson, Toronto; C. R. Hosmer, Montreal; T. C. Elwood, Toronto, and D. R. McQuarrie, Halifax.

THE GREAT NORTH WESTERN TELEGRAPH COMPANY OF CANADA.

The Great North-Western Telegraph Company of Canada was incorporated by act of Parliament of Canada, May 7th, 1880, with a capital of $400,000. The provisional directors were:—Hon. John Norquay, Hon. Alex. Morris, Hon. A. G. Bannatyne, Hon. C. P. Brown, J. S. Aikins, E. P. Leacock, H. S. Donaldson,

C. MacDonald, J. Anderson, G. A. Kirkpatrick, T. Swinyard, Hon. Dr. Schultz, F. W. Strange, J. G. Haggart, A. Markham, and James J. Foy.

In 1881 the stock of the Company was purchased by a new proprietry who, on the 30th of August, 1881, elected directors as follows:—Erastus Wiman, Hon. Wm. McDougall, Adam Brown, W. Gooderham, D. H. Bates, James Hedley, O. S. Wood, Richard Fuller, and A. S. Irving.

Mr. Ersatus Wiman, of New York, was elected President, and Mr. O. S. Wood, of Montreal, Vice-President. Mr. Harvey P. Dwight, who had for many years been Western Superintendent of the Montreal Telegraph Company, was appointed General Manager; Frederick Roper, Secretary of the Dominion Telegraph Company, was chosen Secretary and Auditor, and Mr. Arthur Cox, Treasurer.

Acting under the powers conferred by the charter of the Company, a lease was effected of both the lines of the Dominion Telegraph Company and the Montreal Telegraph Company, and the Great North-Western Telegraph Company assumed full charge and control of both. The former consisted of over five thousand miles of poles and nearly twelve thousand miles of wire, and the latter of about seventeen thousand five hundred miles of poles and thirty-two thousand miles of wire. These extended systems were merged under one management and in friendly alliance with the Western Union Telegraph Company.

The President of the Great North Western Telegraph Company, Mr. Erastus Wiman, and to whom its organization was chiefly due, was born in Cooksville, Ontario, in 1834.

Mr. Wiman's interest in the telegraph owed its origin to an acquaintance with Mr. Dwight, and it was through Mr. Wiman's active influence and labour that the Dominion and Montreal Telegraph Companies became finally organized into the Great North-Western Telegraph Company and which led to his election as a director of the Western Union Telegraph Company. It had been the design of the original incorporators of the Great North-Western Telegraph Company to establish the headquarters of the Company at Winnipeg, Manitoba; but this idea was soon abandoned The natural headquarters were at Toronto,- and were placed there. At the close of 1884 the records of the Company showed:- Miles of poles, 22,507; Miles of wire, 44,058; Offices, 1,992; Employees, (Males, 2,817, Females, 210), 3,207; and Messages, 2,422,298.

The uniform tariff over the Company's lines between offices in the Provinces of Ontario, Quebec and New Brunswick during the day is 25c for ten words and at night 25c. for twenty five words. Between offices not over twelve miles apart, 15c for ten words day or night alike. Press rates 25c for one hundred words.

At the formation of the Great-North Western Telegraph Company, the Superintendents were as follows:—Angus Grant, Montreal; N. W. Bethune, Ottawa; Ben. B. Toye, Toronto; Edwin Pope, Quebec; Warren Dow, Plattsburg, N.Y. and H. McDougall, Winnipeg; R. F. Easson, Supt. of Reports, Toronto; W. S. Battin, Assistant to General Manager, Toronto; and J. Poustie Supt. of Construction and Maintenance, Montreal.

The lines in Canada, especially those belonging to the Montreal Telegraph Company, have always been noted for excellence and solidity of construction.

Galvanized wire imported from England was first used on the lines between Montreal and Quebec, and nothing inferior has ever been employed. Heavy copper wire is now used on some of the longest and most important circuits, and its offices are equipped with all the latest and most modern telegraphic inventions and appliances. This whole system is now under the closest alliance with the Western Union Telegraph Company and from its business centres, such as Toronto, Hamilton, Ottawa, Montreal, Quebec and Winnipeg, direct wires connect with the chief cities of the United States.

Mr. Erastus Wiman died at St. George, Staten Island, New York, on February 9, 1904. He had resigned from the Presidency of the Great North-Western Telegraph Company some years prior to his death, and Mr. H. P. Dwight succeeded him to this office with the title of General Manager and President. In October 1903, Mr. Dwight resigned from the General Managership of the Company but retained the Presidency, which office he held up to the time of his death, which occurred at Toronto on July 4th, 1912.

On the retirement of Mr. Dwight from the General Managership of the Company in October, 1903, Mr. Isaac McMichael was appointed in his place, with headquarters at Toronto. Mr. McMichael was a Canadian by birth, having been born in Brantford, Ontario, but an American by training.

On the death of Mr. McMichael, in 1911, Mr. Geo. D. Perry, who had been an official of the Company since its re-organization in 1881, was promoted from the position of Secretary-Treasurer to that of General Manager. The Executive officials of the Company are now:—Adam Brown, Vice-President; Geo. D. Perry, General Manager; A. C. McConnell, Secretary and Auditor and D. E. Henry, Treasurer.

THE CANADIAN PACIFIC.

The Canadian Pacific operates a commercial telegraph service under its corporate rights as a railway. Organization took place on 17th February, 1881. The control of telegraph interests is not separate from the control of the railway, and the officers are in each case the same. The Company has the largest wire mileage in the Dominion, and carries on operations in all the provinces, with the single exception of Prince Edward Island. It has not absorbed the interests of any other telegraph organization; but has proceeded from the start on an independent and self-contained basis. Information with respect to the property and business of the Company is given in the body of this report.

The capital liability of the telegraph interest is wrapped up in the stocks and bonds of the railway. The gross revenue from operation was $3,286,508.65 in 1913, against which there were operating expenses of $1,691,953.38. The net balance was handed over to the railway Company.

During the original construction of the Canadian Pacific Railway on the Lake Superior Division and Western Lines, a small amount of telegraph business was handled for the general public. On January 1st, 1886, a Telegraph Department was formed with Mr. C. R. Hosmer, as manager, and in September of the same year the department opened up for general commercial business from Montreal to the Pacific Coast. Almost from the start it was evident that the department would prove a success.

Up to December, 1899, the official staff consisted of the Manager, four Superintendents, Chief Electrician and Assistant and four Superintendents of Construction; but the business had grown to such an extent that it was deemed

necessary to have the following official staff:—Manager of Telegraphs, Mr. James Kent, who succeeded Mr. Hosmer in December, 1889; Assistant Manager of Telegraphs, General Superintendent of Western Lines, eight superintendents and twenty-one Assistants or Inspectors.

The plant has increased from 4,964 miles of poles, 16,790 miles of wire and 435 offices in 1887, to 13,646 miles of poles and cable, 70,546 miles of wire and 1,424 offices in 1913. The traffic increased from 567,840 messages sent in 1887, to 4,731,717 in 1913. In 1887 the lines were extended eastward to the City of Quebec, in 1888 to St. John, N.B., and in 1889 to Halifax and Canso, N.S., where they connect with the deep sea cables for Europe. In 1893 the lines were further extended eastward to Sydney and Louisburg in Cape Breton. Extensions were also made throughout other parts of Canada over all new branches of the Canadian Pacific Railway, and lines acquired by that company as well as over some roads belonging to other companies, and the Canadian Pacific Railway telegraph lines now reach every point of any importance throughout the Dominion of Canada either by its own wires or by direct connection with the Government lines.

The Department has direct connection and working arrangements with the Commercial Cable Co. for Europe and beyond; with the Halifax and Bermudas Co. for Bermuda and the West Indies; with the Pacific Cable Board for Australia, New Zealand, Fanning Island, etc., and through the Postal Telegraph-Cable Co., with the Commercial Pacific Co. for Japan and China; with the United States and Hayti and the New York Havana Co. and via Galveston for the West Indies and South America.

Connection is made with the Postal Telegraph-Cable Company at Sumas, B.C., North Portal, Sask,. Emerson, Man., Sault Ste. Marie, Mich., Detroit, Mich., Niagara Falls, Ont., Morristown, N. Y., Richford, Vt., and Mattawamkeag, Me., through wires being worked between cities in Canada and leading cities in the United States. The executive of the department realized that in order to give the best service it was necessary to work through wires between the leading points, and at first for all such wires put up No. 6 B W. gauge iron wire. This wire was found satisfactory for distances up to 1,400 miles (with 2 automatic repeaters) when there were only a small number of wires on poles; but the traffic has increased to such an extent that it was found advisable to work wires through from Montreal to Vancouver, and in order to do so it was necessary to use copper. Copper wire weighing 300 pounds per mile was therefore erected for this purpose and the time saved in the handling of traffic between Eastern Canada and the Pacific Coast was so noticeable that additional copper wires were put up. For some years back all new circuits of any importance have been constructed of copper. At the end of 1911, 42% of all the wire in service was copper, and 20% heavy iron wire, the remaining 38% being for local circuits.

In 1888 one wire (worked duplex) between Montreal and Winnipeg was sufficient to carry all the traffic between Eastern Canada and points west of the Great Lakes, as well as a considerable amount of traffic between the Eastern States and the Pacific Coast States. At present there are two wires worked between Montreal and Vancouver, three from Toronto to Winnipeg, four from Montreal to Winnipeg, three from Winnipeg to Vancouver, all worked duplex which doubles the capacity of each wire; besides which there are other wires for shorter distances. The Telegraph Department has offices in the Company's own buildings at Quebec, Montreal, Fort William, Moosejaw, Calgary, Lethbridge, Revelstoke and Vancouver and there are now being erected new office

buildings in Toronto, Sudbury, while buildings are projected in Winnipeg and Edmonton. All the larger offices are equipped with either motor-generators or storage battery.

WESTERN UNION.

The Western Union Telegraph Company was incorporated by the Legislature of the State of New York in April, 1851, and represents at the present time the consolidation of a considerable number of telegraph interests in the United States and Canada.

The official organization of the Company on June 30 last was as follows:—President, Theodore N. Vail; Vice Presidents, Newcomb Carlton, J. B. VanEvery, G. W. E. Atkins, Belvidere Brooks, and Thomas F. Clark. Directors, Oliver Ames, Boston, Mass; Union E. Bethel, Vincent Astor, New York City; Henry A. Bishop, Bridgeport, Conn.; Robert C. Clowry, Henry P. Davison, Chauncey M. Depew, James Stillman, Harry B. Thayer, Theodore N. Vail, Henry Walters and John I. Waterbury, New York City; Robert Winsor, Boston, Mass; Harris C. Fahnestock, Henry M. Flagler, Robert M. Galloway, Edwin Gould, George J. Gould, Edward J. Hall and Henry S. Howe, New York City; John J. Mitchell, Chicago, Ill.; Thomas H. Hubbard, Edward T. Jeffrey, Charles Lanier, Lewis Cass Ledyard, Robert S. Lovatt, William H.. Moore, J. Morgan, Jacob H. Schiff, Joseph J. Slocum, Newcombe Carlton, and James Stillman, New York City.

Secretary, William H. Baker; Treasurer, A. R. Brewer; General Counsel, Rush Taggart; General Attorney, George H. Fearons; Comptroller, E. Y. Gallaher; Auditor, H. W. Ladd; General Manager, B. Brooks. The official address of the Company is 195 Broadway, New York City.

The control of the Company is vested in the stockholders. Each share of stock represents one vote.

The capital of the Company consists of 1,000,000 shares of common stock of the par value of $100 each. The total par value of stock outstanding on June 30 was $99,817,100. The annual dividend is at the rate of three per cent, and amounted to $2,992,166.25 for 1913.

The funded debt of the Company on June 30 was $32,602,000, on which interest is paid at the rate of 4½ and 5 per cent, according to the stipulation in the bond. The Company also holds the bonds of a number of leased companies, liability on which it has assumed.

The cost of real property and equipment up to June 30, 1913, was $136,-125,768.

It has not been practicable to separate the capital liability of the Company nor the value of real property and equipment as between Canada and the United States.

The operations of the Company in Canada are chiefly in the provinces of Nova Scotia, New Brunswick and Prince Edward Island. It has minor interests in Quebec and British Columbia.

The gross revenue of the Company from Canadian business in 1913 was $568,150.85, and operating expenses amounted to $387,590.88.

THE NORTH AMERICAN.

The North American Telegraph Company operates a comparatively small mileage in the district about Kingston, Ontario, and is controlled by the Bell Telephone Company. Its officers, with the exception of the Secretary-Manager, are the officers of the Bell Telephone Company. It was organized in 1886, with a capital of $200,000, all of which was used for property and equipment.

In 1913 there was a balance as between gross revenue and operating expenses of $938.94.

THE CANADIAN NORTHERN.

Although the Canadian Northern Telegraph Company has a separate corporate existence, it is directly identified with the Canadian Northern Railway Company. The affairs of the two companies are practically identical, and the head offices are at Toronto. The capital of the Telegraph Company consists of $500,000 in common stock, on which a dividend has not been declared, and $800,000 of first mortgage bonds, on which the rate of interest is five per cent. Organization took place on June 30, 1902.

The operations of the Company follow more or less closely the railway line, and are distributed over the provinces of Ontario, Manitoba, Saskatchewan and Alberta.

The gross revenue in 1913 was $276,739.70, and the operating expenses were $141,742.68. The report of the Company does not show what disposition was made of net earnings.

THE GRAND TRUNK PACIFIC.

This Company was organized on November 8, 1906, with a capitalization of $100,000 in the form of common stock, of which only 12 shares had been issued up to June 30. The control is vested absolutely in the Grand Trunk Pacific Railway Company, which provided and owns all the real property and equipment. The officers are the officers of the railway company, and headquarters are at Montreal.

The Grand Trunk Pacific Telegraph Company is being operated 'under construction,' as is the railway, and net earnings are applied for the reduction of the cost of construction. The balance thus dealt with in 1913 was $9,890.67, out of gross earnings of $72,126.80.

The Company has a considerable wire mileage in the provinces of Ontario, Manitoba, Saskatchewan, Alberta and British Columbia; but its operations are almost wholly along the line of the railway.

THE T. & N. O. TELEGRAPH.

The Temiskaming & Northern Ontario Railway, which is owned and operated by the Government of Ontario, provides a commercial telegraph service along its right of way in the Northern sections of the province. The business done, while relatively small, is of material consequence to the district in which telegraph facilities are thus provided. The net earnings for 1913 were $23,802.39, out of gross earnings of $36,297.73. The headquarters of the T. & N. O. Railway are at Toronto. Mr. A. J. McGee is the Secretary of the Commission.

GOVERNMENT TELEGRAPH SERVICE.

The Dominion Government first established a telegraph service in 1879. Mr. F. N. Gisborne was made Superintendent. The primary purpose was to aid navigation, and to establish telegraphic connection with remote points along the Gulf of St. Lawrence and Atlantic coast. In the Northwest Territories lines were run across the prairies for the purposes of the Mounted Police. The opening up of the Yukon in 1896 led to the construction of several thousands of miles of line into the new mining country. For all the purposes of the Government Telegraph Service 9,860 miles of wire have been strung on 9,336 miles of poles. In addition there are 277 miles of submarine cable. The cost of the system up to June 30 was $2,211,950.

It was not in any direct sense intended that the Government Telegraph Service should be used for commercial purposes; but it has been made use of in greater degree year by year. The gross revenue in 1913 was $215,526.11, against which, however, was an operating cost of $491,550.80.

Mr. D. H. Keeley, of the Public Works Department, Ottawa, is the Superintendent of the Government Telegraph Service.

Facts with regard to pole and wire mileage, and the distribution by provinces will be found in the proper table in the body of this report.

CABLE COMPANIES.

Six Cable companies have a terminus in Canada—five on the Atlantic coast and one on the Pacific. They are all controlled by foreign interests, and several of them merely land at Canso, in Nova Scotia, because of geographical considerations. Reports have been received from five of these cable companies, and three of them relate wholly to capitalization. These three are under the control by lease or other arrangement, of the Western Union Telegraph Company, and the results of operation are involved in the statistics of that Company.

THE PACIFIC CABLE.

The Pacific cable was constructed, and is owned and operated by a partnership of Governments—Great Britain, Australia, Canada and New Zealand. It lies between in Bamfield, British Columbia, and Australia, with a bifurcation to New Zealand. Canada is not only one of the owners, but to Canada belongs the distinction of having projected the Pacific Cable and urged its construction upon the Governments which now constitute the owning partnership. It was in 1893 that Sir Mackenzie Bowell, at that time Minister of Trade and Commerce in the Canadian Government, undertook what has been officially described as the Mission to Australia. He was accompanied by Sir Sandford Fleming, who was the originator and persistent advocate of the Pacific Cable. As one of the results of that mission the Colonial Conference of 1894 took place in Ottawa. The construction of a cable between Canada and British Colonies in the South Seas was endorsed by the Conference. Positive action was not taken, however, until 1900, following the Imperial and Colonial Conference of that year, at which Sir William Mulock represented Canada. The Pacific Cable Act was adopted by the Imperial Parliament in 1901, and the laying of the cable began within a year thereafter.

The essential features of the partnership agreement under which the Pacific Cable was constructed and is operated may be briefly stated. The capital

cost of £2,000,000 was raised by a Board styled in the Act 'The National Debt Commissioners,' the repayment of which is to be by a terminable annuity at the rate of £77,540.18.0—which includes interest at 3 per cent. The first payment was made in 1903 and the last will be due in 1952. This fund, plus whatever deficit may arise from operation, is to be made up annually by the Government partners in the following proportions: Great Britain, five eighteenths; Canada, five eighteenths; Australia, six eighteenths and New Zealand, two eighteenths. The larger share falling upon Australia is due to the fact that at the time of the agreement the Commonwealth had not been formed, and three of the States had each assumed two eighteenths of the obligation. Canada's payment in 1912 was $43,700 in roung figures. The Pacific Cable has been in operation since 1902, and the volume of business has grown steadily. The Board has leased from the Canadian Pacific Railway a land line running from Bamfield, B.C., to Montreal, which has facilitated the transmission of messages between Great Britain and the Antipodes.

THE MARCONI WIRELESS.

The Marconi Wireless Telegraph Company of Canada occupies a field by itself. It can neither be classified with companies which operate a cable, nor, with companies which operate a land line, although its functions partake of the character of both. The Canadian Company was organized in 1903, and was in many respects the pioneer organization in the realm of wireless development. The primary experiments in cross-Atlantic wireless telegraphy were carried on in Canada, the first station having been erected near Glace Bay in Nova Scotia. This experimental work was aided by the Dominion Government, and to that extent distinction attaches to Canada.

The Marconi Wireless Telegraph Company has headquarters at Montreal, and on the 30th June last its officers were:—President—Andrew A. Allan; Vice-President—G. Marconi; Directors—J. N. Greenshields, Robert Bickerdike, Godfrey C. Isaacs, W. D. Birchall, J. H. Lauer, and G. M. Bosworth; Secretary-treasurer—Alex. E. Reoch; General manager—J. H. Lauer. The capitalization of the Company is $5,000,000.

CAPITAL AND COST.

The capitalization of telegraph companies operating in Canada for the year ended 30th June, 1913, was returned at $202,468,041.32, of which $160,342,873.32 was in stocks and $42,125,168 in funded debt. This total was practically unchanged from 1912.

Capital liability is not attached to the Canadian Pacific, The Temiskaming & Northern Ontario, and the Dominion Government Telegraph Service.

Of the companies having headquarters in Canada, the following made returns respecting capital:—

	Stocks.	Bonds.
	$	$
Canadian Northern Telegraph Company	500,000	800,000
Grand Trunk Pacific Telegraph Company	100,000	
Great North Western Telegraph Company	500,000	
Marconi Wireless Telegraph Company	5,000,000	
North American Telegraph Company	200,000	
Total	6,300,000	800,000

The total cost of real property and equipment was returned at $185,907,-353.75—an increase of $1,757,676.75 over 1912.

The figures of cost relating to Canadian companies were as follows:—

Canadian Pacific Railway Company	$6,696,421
Dominion Government Telegraph Service	2,211,950
North American Telegraph Company	51,666
Pacific Cable Board	55,000
Temiskaming & Northern Ontario	33,035
Total	$9,048,072

The cost of the system operated by the Canadian Pacific Railway is the result of a valuation. The same observation applies to the Dominion Government Telegraph Service. The figures relating to the Pacific Cable Board have reference only to property in Canada. The actual cost of the whole cable system was approximately the capital liability.

REVENUE AND OPERATING EXPENSES.

The total revenue from operation for the year was $6,095,212.90, representing a gain of $879,041.98 over 1912.

In the case of the Western Union the figures relating to revenue are in part based upon an arbitrary apportionment. The business of the company is international in character as well as local. The Western Union also operates several of the largest cables which land at Canso in Nova Scotia, and for the business which passes through the Dominion in that way a return is not made. It would seem only proper that some account should be taken of the vast telegraph traffic which is carried on over Canadian territory, although it is actually in transit between Europe and the United States. The situation in this regard is unsatisfactory, and the Western Union Telegraph Company has been definitely notified that hereafter a full report must be made of the statistical facts.

The gross revenue for the year ended 30th June, 1913, as well as for the preceding year, was distributed among the various companies as follows:—

	1912.	1913.
	$	$
Canadian Northern Telegraph Company	226,445 45	276,739 70
Canadian Pacific Railway Company	3,009,767 84	3,286,508 95
Dominion Government Telegraph Service	200,330 20	215,526 11
Grand Trunk Pacific Telegraph Company	55,392 47	72,126 80
Great North Western Telegraph Company	1,161,414 92	1,244,302 67
Halifax & Bermudas Cable Company	68,805 00	69,710 00
Marconi Wireless Telegraph Company	143,018 00	218,660 00
North American Telegraph Company	26,331 42	22,023 49
Pacific Cable Board	73,861 40	85,166 60
Temiskaming & Northern Ontario Commission	38,932 03	36,297 73
Western Union Telegraph Company	354,888 19	568,150 85
Total	5,359,188 92	6,095,212 90

Following were the sources of revenue in 1912 and 1913:—

	1912.	1913.
	$ cts.	$ cts.
Local Messages	2,751,490 21	3,187,127 53
Conjoint messages	1,385,586 01	1,409,449 78
Press reports	158,839 88	123,568 89
Market Reports	98,437 70	103,710 58
Cablegrams	484,713 68	682,456 78
Money orders	40,770 61	49,730 08
Leased wires	288,009 44	297,083 40
Miscellaneous	151,339 39	242,085 84
Total	5,359,188 92	6,095,212 90

Operating expenses for 1912 and 1913 were distributed among the various reporting organizations as follows:—

	1912.	1913.
	$ cts.	$ cts.
Canadian Northern Telegraph Company	108,143 11	141,742 68
Canadian Pacific Railway Company	1,435,944 28	1,691,953 38
Dominion Government Telegraph Service	505,731 73	491,550 80
Grand Trunk Pacific Telegraph Company	48,264 54	62,236 13
Great North Western Telegraph Company	839,602 95	911,884 98
Halifax & Bermudas Cable Company	26,140 00	25,695 00
Marconi Wireless Telegraph Company	148,485 00	218,597 00
North American Telegraph Company	13,983 16	21,084 55
Pacific Cable Board	122,708 13	69,649 69
Temiskaming & Northern Ontario Commission	11,990 25	12,495 34
Western Union Telegraph Company	266,828 81	387,590 88
Total	3,527,821 96	4,034,480 43

The difference between gross revenue and operating expenses for the year was $2,060,732.47.

The ratio of operating expenses to gross revenue was 66·84, as compared with 65·83 in 1912.

The details of operating expenses, in accordance with the requirements of the official schedule, in 1912 and 1913, were as follows:—

	1912.	1913.
	$ cts.	$ cts.
Salaries and Wages	2,583,887 50	2,884,590 20
Stationery and printing	31,060 14	29,442 65
Line and equipment	372,344 25	402,149 33
Buildings	229,046 58	241,486 31
Legal expenses	2,177 40	3,918 59
Insurance	3,960 37	2,448 24
Commissions	143,070 03	141,854 06
Taxes	23,665 25	20,539 05
Miscellaneous	138,610 44	308,072 00
Total	3,527,821 96	4,034,480 43

EQUIPMENT.

The schedule with regard to equipment was left unchanged from 1912, when for the first time, telegraph organizations were called upon to make a statistical return. It covered merely pole and wire mileage. It is proposed to make an elaboration for the next year, so as to bring in other items of physical equipment as to which information is desirable.

The facts with regard to pole and wire mileage in 1912 and 1913 are shown in the following table:—

Province.	Pole Mileage.		Wire Mileage.	
	1912.	1913.	1912.	1913.
Nova Scotia	2,828	2,907·25	9,878	9,412·49
New Brunswick	1,867	2,251·25	8,376	7,297·34
Quebec	7,515	7,035·25	24,249	25,242·20
Ontario	10,514	11,166·90	58,207	47,682·55
Manitoba	3,803	3,808·00	18,184	13,697·10
Saskatchewan	5,382	5,863·65	21,257	19,499·80
Alberta	2,895	3,476·05	14,491	16,193·05
British Columbia	3,467	5,838·14	10,571	13,192·46
Yukon	2,498	688·00	2,713	688·00
Newfoundland	14	14·00	14	14·00
	40,785	43,048 49	167,939	152,918 99

The absence of Prince Edward Island from the foregoing list is due to the fact that the wire mileage operated in that province is also part of the Government Railway System.

There is a considerable reduction of wire mileage for 1913, due entirely to the improper exaggeration of the total for 1912. One of the principal operating companies made a mistake in respect of multiple wire—that is wire over which duplex and quadruplex systems are operated—by counting one mile of quadruplex as four miles. All multiple wires should be reckoned on the basis of single wire mileage.

The wire mileage in 1912 and 1913 was distributed among the following classes:—

	Miles.	Miles.
	1912	1913.
Galvanized	116,974	122,168
Copper—overhead	50,100	29,417
Copper underground	254	698
Copper submarine	689	636
Multiple	36,218	39,794

PUBLIC SERVICE.

The number of land messages transmitted in 1913 was 11,176,753, as compared with 9,252,540 in 1912.

Cablegrams numbered 877,534, as against 768,559 in the preceding year. To make a proper comparison of cablegrams the number of words should be given, and an effort will be made to have the schedule placed on that basis.

EMPLOYEES.

The number of employees reported was 6,006, as compared with 4,828 in 1912. Of the number for 1913, there were 2,885 classified as operators, of whom 2,693 were male and 192 female.

The salaries and wages bill for the year was $2,962,159.13, as against $2,703,032.09 in 1912.

The total of salaries and wages for 1913 was equal to 73·4 per cent. of operating expenses, as compared with 76·7 in 1912.

STATISTICAL TABLES.

Detailed information with regard to the various telegraph organizations operating in Canada will be found in tables following the foregoing introductory observations.

I have the honour to be, Sir,
Your obedient servant.

J. L. PAYNE,
Comptroller of Statistics.

Table 1.—Capital Liability, Cost, Gross Revenue and Operating Expenses.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost of Real Property and Equipment.	Revenue from Operation.	Operating Expenses.	Net Operating Revenue.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Anglo-American Telegraph Co., Ltd	London, Eng	34,066,666 66		34,066,666 66			
American Telegraph & Cable Co	New York	14,000,000 00					
Canadian Northern Telegraph Co	Toronto	500,000 00	800,000 00		*276,739 70	141,742 68	134,997 02
Canadian Pacific Railway Co	Montreal			6,696,421 40	3,286,508 95	1,691,953 38	1,594,555 57
Direct United States Cable Co., Ltd	London, Eng	5,909,106 66		5,909,106 66			
Dominion Government Telegraph Service	Ottawa			2,211,950 00	215,526 11	491,550 80	
Grand Trunk Pacific Telegraph Co	Montreal	100,000 00			72,126 80	62,236 13	9,890 67
Great North Western Telegraph Co. of Canada	Toronto	500,000 00			1,244,302 67	911,884 98	332,417 69
Halifax & Bermudas Cable Co., Ltd	London, Eng	250,000 00		757,740 00	69,710 00	25,695 00	44,015 00
Marconi Wireless Telegraph Co. of Canada, Ltd	Montreal	5,000,000 00			218,660 00	218,597 00	63 00
North American Telegraph Co	Kingston, Ont	200,000 00		51,666 47	22,023 49	21,084 55	938 94
Pacific Cable Board	London, Eng		8,723,168 00	55,000 00	85,166 60	69,649 69	16,516 91
Temiskaming & Northern Ontario Ry. Commission	Toronto			33,034 49	36,297 73	12,495 34	23,802 39
Western Union Telegraph Co	New York	99,817,100 00	32,602,000 00	136,125,768 07	568,150 85	387,590 88	180,559 97
Total		160,342,873 32	42,125,168 00	185,907,353 75	6,095 212 90	4,034,480 43	2,337,757 16

*Includes earnings on a large portion of line not yet bonded.

Table 2.—Gross Revenue and the Sources Thereof.

Name of Company.	Local Messages.	Conjoint Messages.	Press Reports.	Market Reports.	Cablegrams.	Money Orders.	Leased Wires.	Miscellaneous
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Canadian Northern Telegraph Co	263,622 24	§		7,222 91	3,486 92		2,407 63	
Canadian Pacific Railway Co	2,168,739 45	586,655 83	46,358 38	4,372 48	205,767 12	23,467 84	230,968 35	20,179 50
Dominion Government Telegraph Service		215,526 11						
Grand Trunk Pacific Telegraph Co	66,633 93	3,256 76						2,236 11
Great North Western Telegraph Co. of Canada	290,302 64	567,237 24	73,827 97	92,115 19	72,136 14	14,166 86	58,707 83	75,808 80
Halifax & Bermudas Cable Co., Ltd			1,920 00		58,970 00			8,820 00
Marconi Wireless Telegraph Co. of Canada, Ltd	†52,300 00				‡44,950 00			**121,410 00
North American Telegraph Co	2,126 08	14,422 76	*	*	341 16	118 90	4,999 59	15 00
Pacific Cable Board					85,166 60			
Temiskaming & Northern Ontario Ry. Commission	13,793 95	22,351 08			152 70			
Western Union Telegraph Co	329,609 26		1,462 54		211,486 14	11,976 48		13,616 43
Total	3,187,127 55	1,409,449 78	123,568 89	103,710 58	682,456 78	49,730 08	297,083 40	242,085 8 4

*Included in Conjoint. †Ship messages. ‡Translantic Marconigrams. **Includes subsidies. §Included in local meassages.

TABLE 3.—Operating Expenses.

Name of Company.	Salaries.	Stationery and Printing.	Maintenance of Line and Equipment.	Maintenance of Buildings, etc.	Legal Expenses.	Insurance.	Commissions.	Taxes.	Miscellaneous.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Canadian Northern Telegraph Co.	105,993 31	5,736 39	62 25				15,742 50		14,208 23
Canadian Pacific Railway Co.	1,354,042 12		115,677 23	‡222,234 03					
Dominion Government Telegraph Service	410,000 00		81,550 80						
Grand Trunk Pacific Telegraph Co	13,352 09	1,844 90	37,618 65	1,570 16			6,748 20	149 43	952 70
Great North Western Telegraph Co. of Canada	492,070 28	19,020 49	162,074 71	1,927 75	3,915 59	2,066 29	106,025 54	18,098 27	106,686 06
Halifax & Bermudas Cable Co., Ltd	15,000 00	685 00	*560 00			125 00		†1,355 00	7,970 00
Marconi Wireless Telegraph Co. of Canada, Ltd.	145,060 00								73,537 00
North American Telegraph Co.	4,499 96	66 51	1,295 61	95 00	3 00	256 95	6,914 90	729 21	7,223 41
Pacific Cable Board	59,194 22	485 47		635 51				207 14	9,127 35
Temiskaming & Northern Ontario Ry. Com.	2,387 34	375 00	3,310 08				6,422 92		
Western Union Telegraph Co.	282,990 88	1,208 89		15,023 86					§88,367 25
Total	2,884,590 20	29,422 65	402,149 33	241,486 31	3,918 59	2,448 24	141,854 06	20,539 05	308,072 00

*Including Maintenance of buildings. †Includes Rent and lighting. ‡Expenses of offices.
§Includes $59,301.11 paid other lines Refunded and uncollected, and $10,240 delivery charges.

TABLE 4.—Pole Mileage, and Wire Mileage by Classes.

Name of Company.	Address.	Pole Mileage.		Wire Mileage.				
		Operated by Company.	Operated by Another Company.	Galvanized	Copper Wire.			Multiple.
					Overhead	Underground.	Submarine.	
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Canadian Northern Telegraph Co.	Toronto	5,013·10		16,343·50				
Canadian Pacific Railway Co.	Montreal	12,826·00	820·00	45,821·00	24,122 00	448·00	155·00	§36,233·00
Dominion Government Telegraph Service	Ottawa	9,335·50		9,514·00	346·00		277·00	
Grand Trunk Pacific Telegraph Co.	Montreal	2,474·00		5,874·75	2,908·50			
Great North Western Telegraph Co. of Canada	Toronto	9,409·00		27,101·00	2,036·00	250·00	131·00	3,340·00
North American Telegraph Co.	Kingston, Ont.	44·00		783·50				
Temiskaming & Northern Ontario Ry. Com.	Toronto	297·00		862·00				
Western Union Telegraph Co.	New York	2,829·89		15,868·01	*4·77		†72·96	‡220·51
Total		42,228·49	820·00	122,167·76	29,417·27	698·00	635·96	39,793·51

*Aerial Cable. †Submarine Cable. ‡Conductor Mileage. §Not included in wire mileage.

TABLE 5.—Messages, Employees and Remuneration.

Name of Company.	Address.	Number of Land Messages.	Number of Cable-grams.	Number of Operators.		Number. Other Officers and Employees.	Salaries and Wages.
				Male.	Female.		
							$ cts.
Canadian Northern Telegraph Co.	Toronto	554,393	1,970	40	6	127	105,993 31
Canadian Pacific Railway Co.	Montreal	4,731,717	364,431	540	99	1,341	1,341,471 45
Dominion Government Telegraph Service	Ottawa	383,545				714	410,000 00
Grand Trunk Pacific Telegraph Co.	Montreal	144,171		140	3	43	49,079 15
Great North Western Telegraph Co. of Canada	Toronto	4,225 219	301,147	1,579	53	372	546,382 82
Halifax and Bermudas Cable Co. Ltd.	London, Eng.						15,000 00
Marconi Wireless Telegraph Co. of Canada, Ltd.	Montreal	156,308	110,203	140	1	81	145,060 00
North American Telegraph Co.	Kingston, Ont.	91,669	4,689	45	20	5	4,599 96
Pacific Cable Board	London, Eng.			37		17	59,194 22
Temiskaming & Northern Ontario Ry. Com.	Toronto	152,409	1,087	25		2	2,387 34
Western Union Telegraph Co.	New York	737,322	94,007	147	10	419	282,990 88
Total		11,176,753	877,534	2,693	192	3,121	2,962,159 13

Table 6.—Pole Mileage by Provinces.

Name of Company.	Nova Scotia.	New Brunswick.	Prince Edward Island.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Canadian Northern Telegraph Co.					847·40	*1,824·00	1,884·10	457·30		
Canadian Pacific Railway Co	560·00	724·00		1,356·00	4,100·00	1,611·00	2,289·00	1,434·00	1,563·00	
Dominion Government Telegraph Service	799·00	78·25	†14	2,124·75	28·50		861·00	896·00	3,846·00	688·00
Grand Trunk Pacific Telegraph Co.					364 00	303 00	829·25	688·75	289·00	
Great North Western Telegraph Co. of Canada		455·00		3,408·00	5,476·00	70·00				
North American Telegraph Co.					44·00					
Temiskaming & Northern Ontario Ry. Com.					297·00					
Western Union Telegraph Co.	1,548·25	995·00		146·50					140·14	
Total	2,907·25	2,251·25	†14	7,035·25	11,166·90	3,808·00	5,863·65	3,476·05	5,838·14	688·00

*43 miles in State of Minnesota. †In Newfoundland.

Table 7.—Wire Mileage by Provinces.

Name of Company.	Nova Scotia.	New Brunswick.	Prince Edward Island.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Canadian Northern Telegraph Co.					2,570·30	*6,208·10	5,771·30	1,793·80		
Canadian Pacific Railway Co.	1,875·00	1,705·00		9,103·00	23,755·00	5,576·00	10,221·00	10,831·00	7,480 00	
Dominion Government Telegraph Service	894·50	99 25	†14	2,369·00	45·75		948·00	912·50	4,166 00	688 00
Grand Trunk Pacific Telegraph Co.					1,128·00	1,254·00	2,559·50	2,655·75	1,186·00	
Great North Western Telegraph Co. of Canada		457·00		9,864·00	18,538·00	659·00				
North American Telegraph Co.					783·50					
Temiskaming & Northern Ontario Ry. Com.					862·00					
Western Union Telegraph Co.	6,642·99	5,036·09		3,906·20					360·46	
Total	9,412·49	7,297·34	†14	25,242·20	47,682·55	13,697·10	19,499·80	16,193·05	13,192·46	688·00

*261 miles in State of Minnesota. †In Newfoundland.